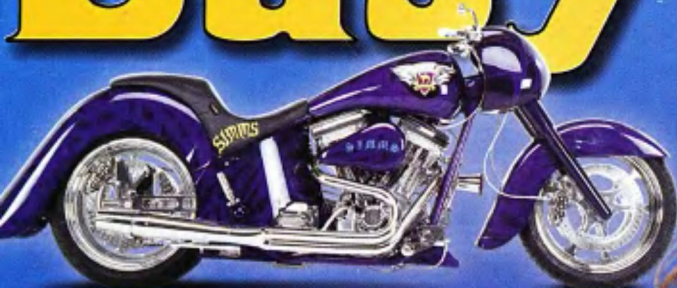


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Here's one for the lawsuit file: Twenty-six years after he paid off a former longtime, married girlfriend with whom he had two sons (now ages 41 and 38), they (the sons) filed a lawsuit against their father, complaining of low self-esteem, anxiety, humiliation and delay in their personal development for which they wanted **\$4 million**. Nevertheless, said one of them, the lawsuit is "not about the money." (Yeah, right.)

A fire-eating magician says he will argue at his upcoming DUI trial that his breath-test reading detected only the lighter fluid he uses in his act. (This is despite the fact that in the police report, he had been described as having bloodshot eyes and he couldn't stand up.)

From our "**Farts Can Kill**" Department: He was in a room with no ventilation after having eaten his usual diet of beans and cabbage. But he ate so much that he fell asleep and while asleep—well, you guessed it—he passed a lot of gas. So much so that it killed him. And so much so that three of the rescuers (too late for a success, needless to say) got sick and one was hospitalized.

A con had spent several years awaiting the electric chair on a murder conviction and f-i-n-a-l-l-y had his sentence reduced to life in prison. But while sitting on a metal toilet in his cell and at the same time attempting to fix his small TV set, he bit into a wire and was **electrocuted**. (The futility of it all.)

A former police officer and his partner came up with a quick explanation as to why they had tried to rob a bank. They said it was all a misunderstanding and that they were only studying up on the mind of a bank robber for a police training video they were planning to make.

A 65-year-old man died at a Hong Kong hospital after being left poorly attended because the doctor failed to write "acute" angina on the patient's chart. The doctor later testified that he didn't know how to spell it in English.

England's Princess Anne was fined \$700 for driving her Bentley about 90 mph and ignoring a police officer chasing her. She said she just assumed the officer's flashing lights meant he had come to provide a **royal escort**.

Don't know how he figured he could get away with this one. A physician was charged with Medicare fraud. In his records it said that he had worked 70-hour days, once saw 187 patients in a single day (131 of them in house calls). Also, he saw 32 patients after they had died and 49 patients one day while the city was virtually closed by a blizzard—guess he signed the Hypocratic Oath.

A married couple (both government employees and well paid) were ordered out of their three-story home because of the mess. Trash was so heavy that walls had separated from ceilings; cleanup crews had to crawl on their stomachs to get to some of the **garbage**; and wild cats, rabid raccoons and rats (a nest in the oven and one rodent weighing nearly three pounds) ran wild. As the wife watched the cleanup crew, she wrung her hands and said that she was losing "everything that was precious to me."

Fresh from our "Got Wood?" File: An environmental activist appeared topless at several logging sites in a demonstration ("Striptease for the Trees," featuring "nudist guerrilla poetry") to save giant redwood trees. Some of the loggers were embarrassed and there were even some who recited Bible verses to ward off the naked fest.

A bunch of employees became dizzy and nauseous so hazardous-materials crews went over the building from top to bottom, looking for gas and chemical leaks. The following day it was determined that there was an excess of urinal cakes in a third-floor men's room. (Those little hockey pucks can make your breath clean and minty too!)

A burglar in Australia filed a \$20,000 lawsuit because his victims and their **dogs roughed him up** when they caught him burglarizing their property. (\$20,000? A mere pittance for such an inconvenience.)

Tired of that neighbor who starts mowing his lawn at 6 a.m. on a Saturday morning? Well, now I hear there's a CD with 64 minutes of lawn mower noise—so you can **retaliate** by playing it at a high volume at 3 a.m. Sunday.

Another new bike company? A guy in Thailand went to his local scrapyard to sift through the debris. He had very little money and wanted a motorcycle so badly that he decided to build one himself. What he ended up with was 8.9 feet long and 1,760 lbs. It took eight months to build and is so vast that it **needs stabilizers to keep it upright**. Some of the items he used are hair dryers, tractor wheels and airport spotlights. Maybe he should sell 'em. It's not any goofier than those Boss Hoss things.

More quotes from the sports world: A college senior basketball player said, "I'm going to graduate on time, no matter how long it takes." A very well-known basketball player said, on being asked whether he had visited the Parthenon during his visit to Greece, "I can't really remember the names of the clubs we went to." Another basketball player, on being asked why he appeared nervous at practice, said, "My sister's expecting a baby, and **I don't know** if I'm going to be an uncle or an aunt." More later down the road.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 338 • AUGUST 2001

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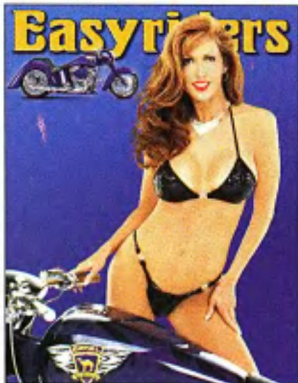
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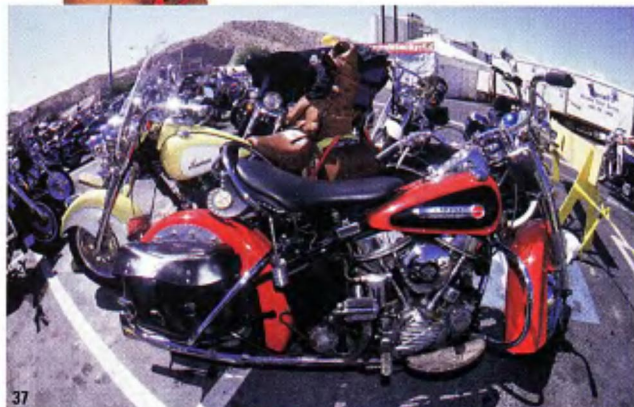
PLUS: The Best Babes of 2001!



The Ron Simms Camel Bike and a Daytona cutie, shot by Mark Langello. Special imaging by the Flyin' Ferguson Brothers and their pet monkey, Spanky.

The next liver-quiverin' issue goes on sale August 7th, 2001. Printed in the USA.

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A Correction

I just received the May issue and was very excited to see my picture and letter. But I want to make note that Harley of Cochran is our local riders club, not a local dealer as written in the magazine. Just want the misprint pointed out before Harley-Davidson finds it. Don't want to step on anyone's toes.

Heather Fitzgerald
Milan, Ind.

Our apologies—we goofed (as we are known to do from time to time—but very seldom).

Biker Brotherhood Lives On

You hear lots of negative stories about bikers not coming to the aid of fellow riders, but my wife and I had a recent experience proving just the opposite.

On a trip back from the Florida Keys, my '97 bagger decided to "digest" the inner cam bearing (there's something that doesn't happen very often). The folks at the local H-D shop in Chattanooga were in the process of moving so they directed us to Rick, Jimmy and Jerry of Custom Cycles of Chattanooga. When these guys heard that we were traveling, they dropped their Saturday night party plans, called their buddies for parts, brought in some grub, and worked late into the night to get us back on the road.

The next day the mercury hovered around 35, and I almost froze my "yingers" off during the seven-hour ride home, but we made it warmed by the comfort of knowing that there are still bikers out there who give a damn about a fellow biker in need. Thanks again, Rick. And Valerie, I hope you got your chores done and made it to the poker run on that Road King!

Doug & Karen
Mason, Ohio

He Feels the Breeze

I decided to write after receiving my April issue. I read an article about a guy who met the right people and was approved to buy a new Harley. It just goes to show that he spoke to the right person—a biker. May he ride on and not forget the people who made it possible. That's his story—mine's different, but

means the same to me.

I've been down for four years and have been receiving your rag for many more. Then I ran into a problem. My rag was lost for a few months so I had my family call. The staff at *Easyriders* was great and added a few months to my subscription.

Getting it each month keeps me in touch with what is happening out there. I'm from Daytona and can't make Bike Week or Biketoberfest. But through the rag I'm there in my mind. You do a great job covering events for those of us who can't be there. The whole rag is great—the tech tips, bikes, and the babes. Keep it up.

I may not be riding like the guy who got approved for a new bike, but I feel just as good. I may not be in the wind, but through the staff at *Easyriders*, I can still feel the breeze. Thanks, guys, for standing behind us fallen bros. You're the only publication that looks out for us. Just wanted you to know that little things mean a lot.

William Armstrong
Orlando, Fla.

Is It Catwoman?

I just picked up the April issue of your fine periodical—quality stuff as always. However, my interest was particularly taken by this month's Batchopper bike feature. You see, for the past 18 months or so I've been the guy responsible for drawing the adventures of Catwoman (so finely portrayed by Harlee) in the DC comic book.

During my time drawing the ultimate comic book fox (cat?), I've constantly had at the side of my drawing board the April '97 issue of *Easyriders* featuring a model called Jodi (adorned in a 1981 shovel custom) who has been my inspiration with regard to body-type and face for Selina Kyle/Catwoman.

This is where things start to get a little bit *Twilight Zone*-ish because it is my suspicion that Jodi (who served as inspiration for my Catwoman) and Harlee (who is this month's Catwoman) are one and the same...as we say in all the best comics, and if this is the case, it has to be the most ironic life-imitating-life situation I've known.

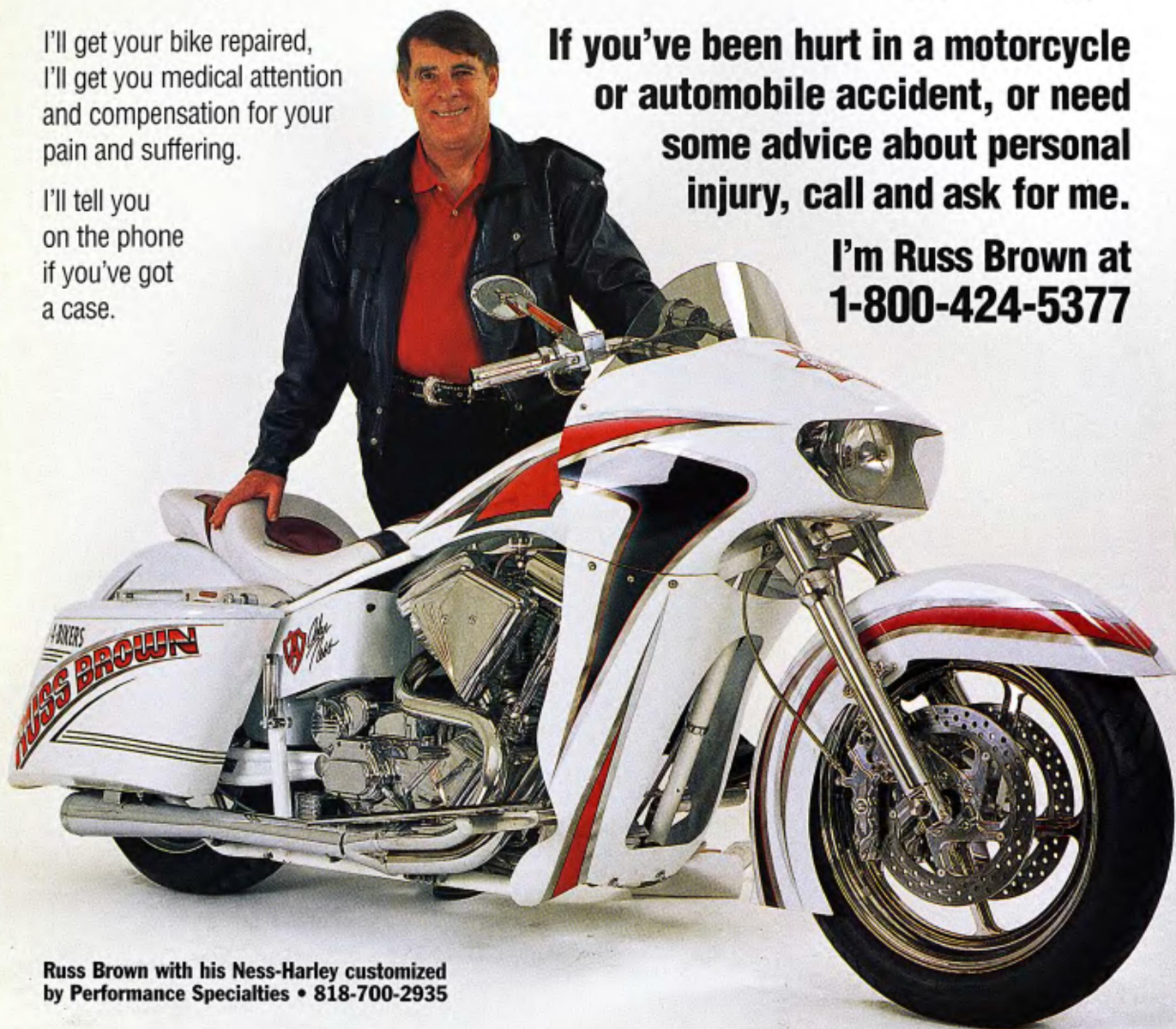
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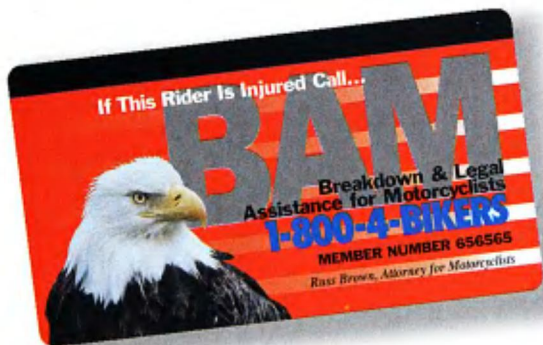
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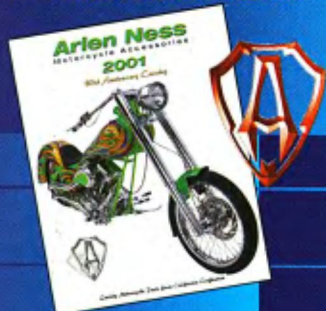
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If I am correct in this assumption, please pass on my thanks to Jodi/Harlee for unknowingly acting as my muse for the past 18 months and also my praise to her for being, in my opinion (and I should know), the ultimate real-life personification of Catwoman...Michele Pfeiffer isn't even in the race.

I no longer work on the Catwoman book, having recently moved onto another Batman-related project, but I've included copies of some of my Catwoman pencils just to show you and Jodi/Harlee how much she helped me out.

Stewart (Staz) Johnson
W. Yorkshire, England

Words From Sicily



I am Giacomo from Sicilia. I buy and read your wonderful magazine since 1999; in fact, this is the only foreign motorcycle publication that arrives here. I am writing you because I have a BIG dream—to have my picture on the Etna Vulcano printed in your magazine.

I have visited the United States two times, staying in New Jersey, New York and Florida and hope to return there next year for the Daytona Bike Week 2002, the best biker's party in the world. And I hope to meet some people who work for your magazine.

Giacomo Puleo
Palermo, Italia

"Cat Man" Monetti

I am writing in reference to your article about Frank "Cat Man" Monetti in the April issue.

First, I'd like to say how much I enjoyed the article. It's good to hear about the people who take time from their lives to do good for the less fortunate in the world. Even better to hear of those who devote their lives to make the world a better place. It makes me happy to be able to say that one of our fellow bikers is one of those people willing to make a stand and help those in need.

This world we live in needs to see more of such examples.

San "Spyder" Auman
Amarillo, Tex.

Indian Dispute

Sorry, but I'm complaining again. It seems to me the boys from Gilroy are misleading the public on their Indian motorcycle. Indian has not been building motorcycles for 100 years. I don't care what you or they say, this is not so. Even though the boys from Gilroy have the Indian name, the motorcycles they're building aren't the Indian of old. They went out of production in 1953; however, they made a few until 1955 under another company name. Officially, Indian stopped in 1953.

I own a real Indian—a 1950 80-inch Blackhawk. And although the name Indian is being brought back, the Gilroy people shouldn't mislead people who don't know of the great Indian motorcycle of old.

Indian is not 100 years old and will never be, as they went out of business no later than 1955. Someone is going to snap one of these days, and the boys from Gilroy are going to find themselves back in court. I sure hope they've thought of this, but it sure doesn't show.

James "Sundown" Alsbrook
Richmond, Tex.

Would you rather have no Indian at all, or some dedicated brothers who give a damn and are trying to bring the Indian name back? Stop your bitchin' and ride, will ya?

Honeymoon On A Harley

My husband would be shocked to find our photo in an issue—he's always reading an *Easyriders*!!

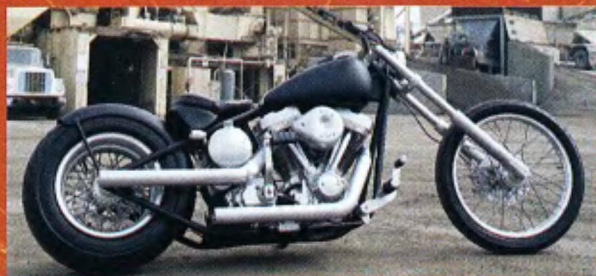
Crystal Johnson
Enosburg Falls, Vt.

Mayday...mayday! We have a report of another bro down. At least he looks happy.



Beyond Thunderdome

MAD MAX COMES OUT OF EXILE



As if it had indeed come directly from somewhere beyond Thunderdome, this steroid-fed pit bull on two wheels looks like Mad Max might have ridden it into Bartertown himself. And damn, would Aunt Entity look good on this metal behemoth! But then, she could make a potato sack look like an evening gown.





Which isn't to say that you're looking at a pile of potatoes here. The big difference is, of course, that while practically everything with a motor in Mad Max's celluloid Thunderdome world seemed to be held together with Band-Aids and bailing wire, this out-of-Exile Mad Max boasts only the finest craftsmanship money can buy.

Adhering to their self-imposed principle that "We want to expose the American people to clean, tough European styling, whether they like it or not," the boys at Exile Cycles provide a good percentage of Mad Max's parts from their own machine shop. Not apt to make idle threats, they back this claim with years of experience and know-how.

Russell Mitchell, who runs this joint with a suave British accent, a disestablishmentarian-blond (or red) Mohawk, and a cellular phone permanently attached to his ear, started building bikes some 20 years ago back in the old country. England, that is, where he also did a bit of modeling and acting, but mainly embarked on a career as a veterinarian. According to Russell, being a vet in England can put you right in the poorhouse, so he pulled up stakes and headed for sunnier climes. SoCal, that is, where he started Exile Cycles some six years ago to continue doing what he had been doing for fun so successfully for so many years.

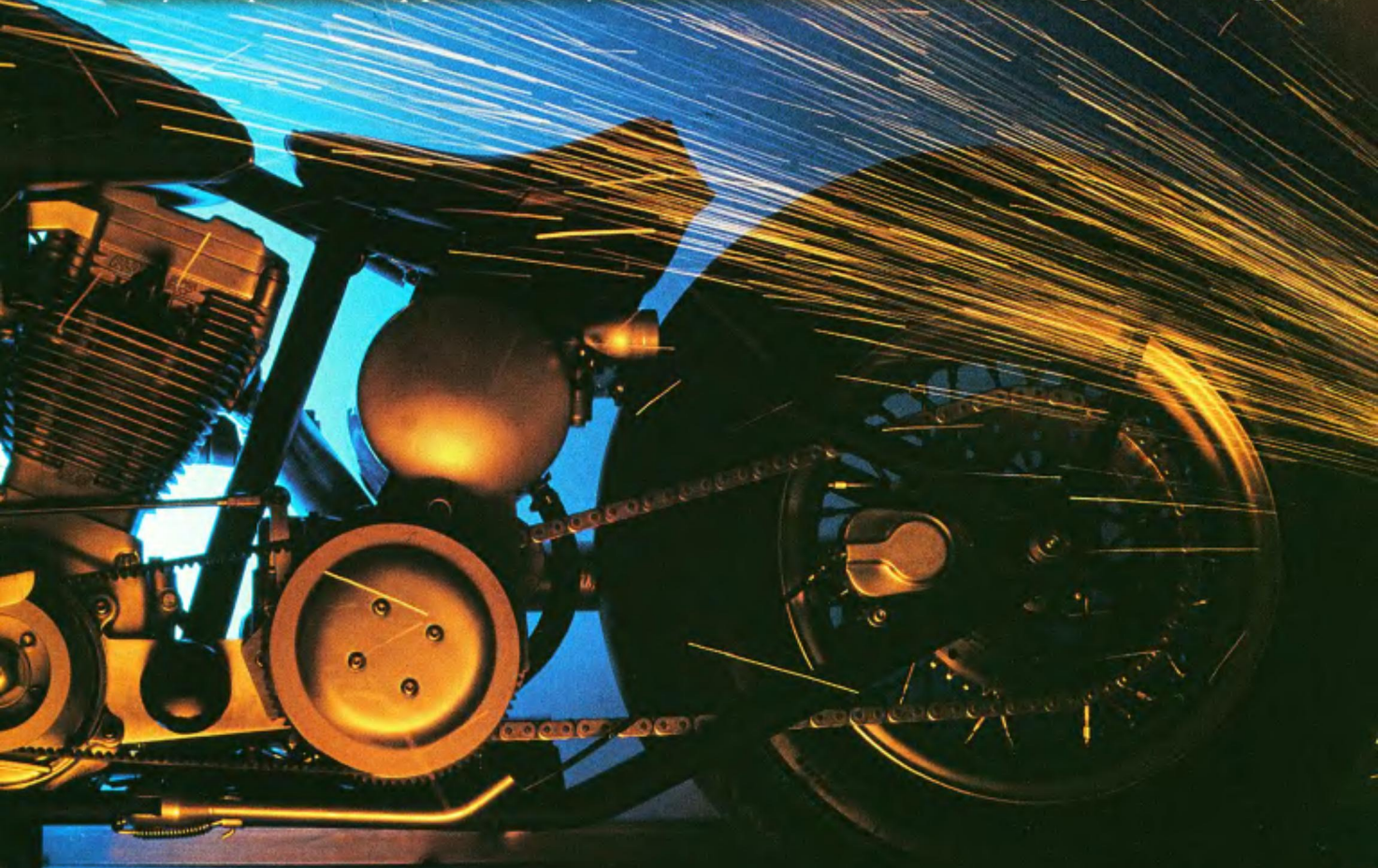
"We are mainly a parts manufacturer and dealer," Russell says, "and when we started out showing our products, people were laughing and saying that our handlebars looked more like drainpipes." But we know how he who laughs last does so with the prior laughers' money in his pockets. Drainpipes are in, and you could

say that Exile started the trend. Their 1 1/4-inch Fatbars with welded-on brake and clutch levers are only one example of their in-house exercise in attitude. Look at Mad Max here for more samples: from the oil tank, primary cover, and the wheels all the way to the headlight, sprocket-brake kit, and of course and most obviously, those awesome, 2.5-inch Monster drag pipes—this is in-your-face, kick-in-the-groin pipe laying at its best.

A closer look will leave you asking many a question. Like: How do you start this thing? Or: Do the lights even work? And many others. As history has shown, Brits are nothing if not clever, and Russell must be doing 'em proud. The Fatbar not only hides all cables, but the left rubber grip also contains microswitches for the lights, the horn, etc., while the starter switch is securely attached on the oil bag under the solo seat, which in turn features an adjustable hydraulic spring. Furthermore, the master brake cylinder—hey, where'd that go? Oh, those wily Brits! Hid it between the gas tanks, Russell did! And the oil filter? There ya go, mate, right between the primary belt pulleys.

Exile Cycles also functions as an importer of European parts, some of which can be seen on this scooter as well. There's the front end, for example, which is built in Holland by a company called SJP, as are the forward controls. Or the internal throttle assembly in the right grip, which comes directly from Sweden. But most of all, Exile Cycles prides itself on being able to build any desired part to specs, a true necessity due to the fact that you won't find anything "stock" on any Exile bike.

That's not an oversight, that's the Exile credo. Mad Max, the celluloid hero, would be proud. —Tripper



Owner: Russell Mitchell
City: Sunland, California
General
Fabrication: Exile Cycle
Year/make: 2000 Exile Custom
Model: Mad Max
Assembly: Exile Cycles
Time: a year, all together
Engine
Year: 2000 S&S
Rebuilder: Exile Cycles
Ignition: Dyna S dual fire
Displacement: 113-cubes
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb: S&S Super G

Air cleaner: S&S
Pipes: Exile 2.5-inch Monster drags
Mufflers: baffles with polished
billet ti
Transmission
Year: 2000 Sputhe
Modifications: offset trans plate,
1 3/16-inch for 8-inch rear rim
Shifting: foot
Engine sprocket: belt
Trans sprocket: 26-tooth
Wheel sprocket: 50-tooth
Painting
Molding: none
Painter: Andrews Powdercoating
Color: wrinkle black
Type: all powdercoated
Frame
Builder: Daytec, with Exile specs
Type: extra-wide rigid
Rake: 40 degrees

Stretch: none
Accessories
Handlebars: Fatbar "Sportster"
1.25-inch
Risers: integral
Fender:.....short Trojan (rear)
Headlight: SJP billet
Taillight:.....Lazer Star "micro-B" (2)
Speedo: none
Front pegs: ..Exile forward controls
Rear pegs: none
Electrics:.....Exile Cycles
Gas tank: Flatside Fatbob,
4.2 gallons
Oil tank: Exile round oil bag
Primary cover: Primo 3-inch
open belt
Seat:..... Exile solo, with hydraulic
shock under seat
Sissybar: none
Mirrors: none

Grips: : stock
Forks
Type: SJP Tec-Glide
Extension: 4 inches over, 6-degree rake on trees
Builder: SJP
Wheels
Front
Size: 21 inches
Hub: Exile Cycles
Rim width: 1.85 inches
Tire: Avon 90
Brake: SJB 4-piston caliper
Rear
Size: 15 inches
Hub: Exile Cycles
Rim width: 8 inches
Tire: 230 Avon
Brake: SJB 4-piston caliper/
wheel sprocket
Photos: Stan Miles



Exile Cycles: (818) 768-7667



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Harley-Davidson
Motor Company

Shown smaller
than actual size of
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ping re-creation combines the Harley-Davidson image of independence with its tradition for custom styling. You can see every detail—from the chrome and black, fuel-injected Twin Cam 88™ engine to the laced wheels and slant-cut mufflers, from the giant chrome headlight to the seat and opening saddlebags. This preci-

sion, hand-painted model has the look and feel of the real deal. It includes working brake and gear pedals, functional suspension, operable wheels, steering and a kick stand that holds the bike in place. It comes fully assembled and ready to display where you work or live. It's yours for just \$135, payable in convenient

monthly installments. Live your dreams! Order now!

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If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.



Franklin Mint Precision Models
Franklin Center, PA 19091-0001

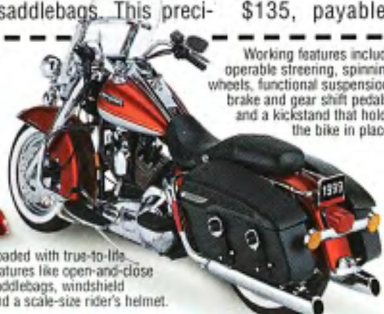
Please enter my order for *The Harley-Davidson® Road King® Classic*.

I need **SEND NO MONEY NOW**. I will be billed for my model in 3 equal monthly installments of \$45* each, with the first payment due prior to shipment. *Limit: one model per collector.*

*Plus my state sales tax and a one-time charge of \$7.95 for shipping and handling.

SIGNATURE _____

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Working features include operable steering, spinning wheels, functional suspension, brake and gear shift pedals, and a kickstand that holds the bike in place.

MR/MRS/MISS _____

PLEASE PRINT CLEARLY.

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CITY _____

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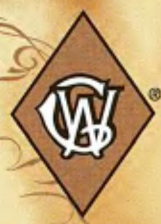
Fresh Cope.® *It satisfies.*



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BLACK

BOURBON FLAVORED





Who's Yer Daddy?

Here's Pimp Daddy, the ultimate in Retro-Cool! Ed "Mr. Lucky" Martin and the folks at Chrome Specialties patterned this bike kit after a bobbed 1948 panhead. They put together all the essentials to help you build a classic scooter that'll never go out of style. From the Keith Ruxton-built 88-cubic-inch panhead and kicker 4-speed tranny to the "cooler than cool" chromed springer front end, hardtail frame, whitewall tires and laced wheels, this Pimp Daddy bike kit has got to be a real hoot to build!

Mr. Lucky laid out the blueprint of this tasty bar hopper for you, and all you have left to do, is use your imagination to come up with the rest. The Pimp Daddy bike kit retails for \$11,995, and is also available as a rolling chassis without the engine and transmission for \$3,995.

Call Chrome Specialties at (800) 811-8904 to get the skinny on Pimp Daddy and other kewl bike kits, or log on to www.jammerclub.com



Dagger Footpegs

Yeah, but can they make lovely julienne fries? New from Headwinds, the leader in custom headlights, is their new line of Dagger footpegs. These barbaric billet beauties fit stock Harleys, and many aftermarket footpeg mounts with 1/2-inch-wide clevises and 3/8-inch hardware for bolt-on ease. They're available in chrome or polished aluminum with chrome or polished stainless hardware. Display your diabolical demeanor, contact Headwinds today at (626) 359-8044. Or check the Web at www.headwinds.com Maybe you can even sharpen 'em and cut bugs and saw moving critters in half.

Ribbed For Your Pleasure!

All right, before we go any further, what's the first thing that crosses your mind after seeing these nasty new grips?

That's what I thought; you're hopeless!

Ladies and Gentlemen, Alloyart is a very serious, legitimate company that's in the business of making billet goodies, and here are some of their newest designs for handgrips. As you see, they are very smooth and shiny, and look like...er... well, never mind.

So if you want the skinny (so to speak) about more of their tantalizing billet products including handlebar risers, footpegs, and gauge brackets, call Alloyart at (626) 963-1669, or visit them on the Web at www.alloyart.com



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Who says camping has to be roughing it? Biker Tent is the only product that provides protection and security for your bike or recreational vehicle while camping. Its amazing size and weight makes it very easy to carry. Biker Tent is the one and only tent on the market that can accommodate different models of bikes. We think this was the coolest new product at Daytona this year.

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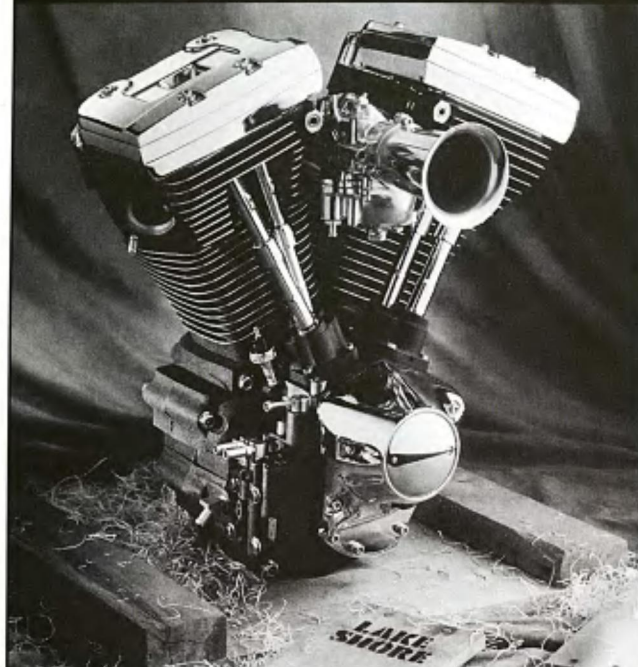


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Perewitz Gets Rigid

As industry icons go, Dave Perewitz is a very relaxed guy, but in this case he went extremely rigid when a customer walked through the door of his Brockton, Massachusetts, Cycle Fab shop with a notebook full of "homework." Clark Khoury of Yarmouth (*Yaw-muth* according to Dave) had a hankering for a custom bike and had spent considerable time perusing the catalogs, bike mags and

custom-parts Web sites piecing together what he considered his dream machine.

Dave apprised his new client saying, "I told him, yeah, I'll build you a bike, as long as you don't get sticker shock. Clark didn't blink an eye, and showed up with the cash deposit. I have very few customers that give me the quality input that he did. He really, really did his homework, and knew what he wanted, and together we worked up a package that satisfied both his concept and my experience in the real world, and several months and several dollars later, Clark had himself his chopper that he's now pounding around the planet having a great time."

The heart of any chopper is the frame (not to mention those serious apehangers reaching for the skies) and Dave and Clark selected the Daytec Rigid. Since a GMA drive-side brake was part of the plan, Dave had to widen the left side of the frame, adding a three-out and a two-up stretch with a 36-degree rake. Another engineering challenge was massaging the bottom of the frame to accommodate an ingredient in Clark's



specifications: the incorporation of a Karata 4-inch belt drive. Up front Dave put together a set of his lower legs and triple trees in a 41 mm setup, then Dave and his crew went to work on the fenders, the stretched Sportster gas tank (with a flat bottom), the oil tank, the license plate mount, and the pipes, which were turned from raw pieces by Kenny Bryce.

While the bodywork was in progress, Dave ordered up a 113-inch TP engine and a Mikuni HSR42 carb to go with it. "What I do with TP is I call them up, tell them what I want, then send them my rocker boxes, my billet rockers and billet cam cover, and they bolt on those pieces, and when I get the motor, it's pre-run and ready to go. They usually polish the cylinders and heads, send it back to us where we paint or powdercoat them in between the fins, then we send the motor back to TP and they assemble the components.

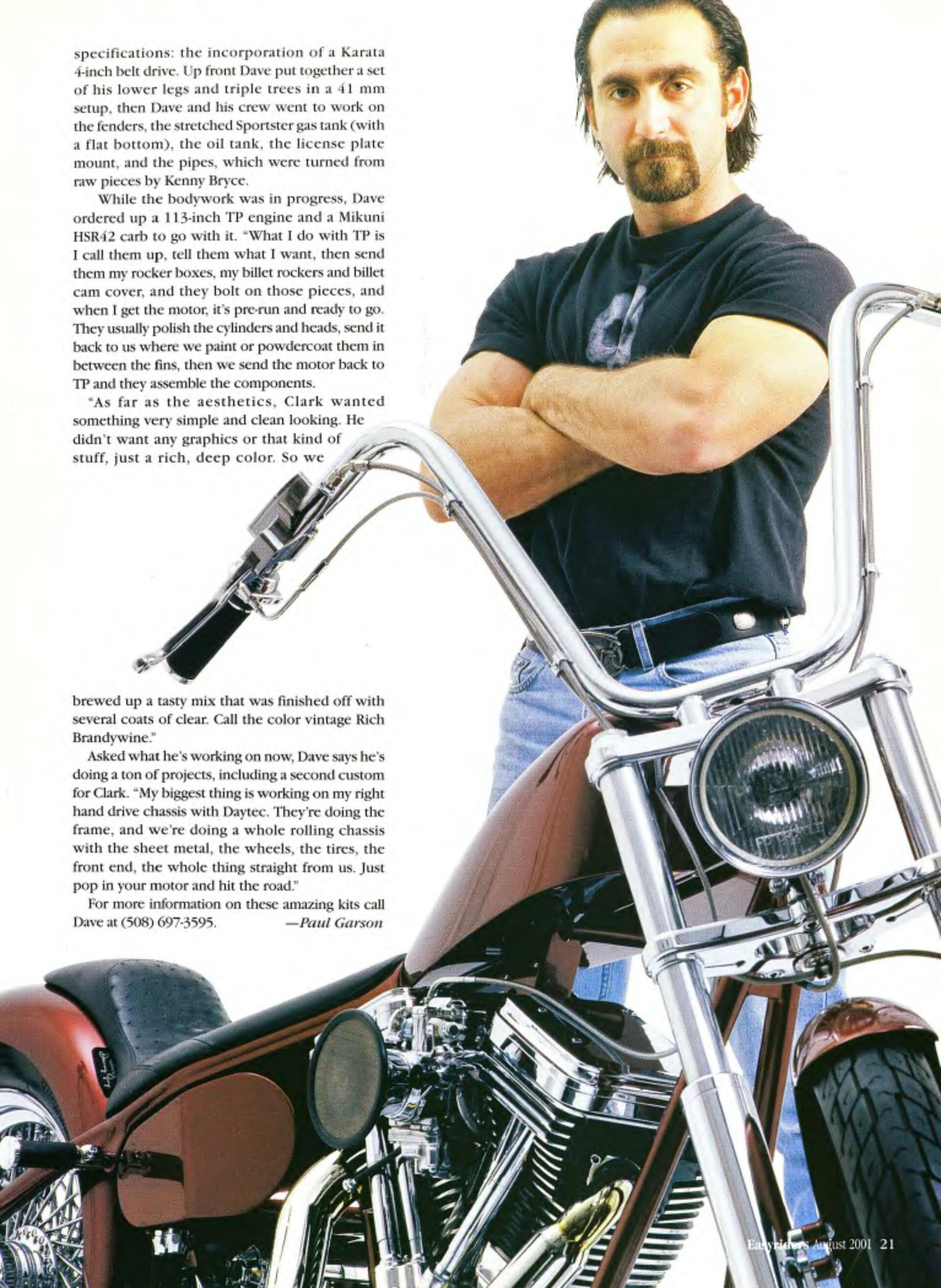
"As far as the aesthetics, Clark wanted something very simple and clean looking. He didn't want any graphics or that kind of stuff, just a rich, deep color. So we

brewed up a tasty mix that was finished off with several coats of clear. Call the color vintage Rich Brandywine."

Asked what he's working on now, Dave says he's doing a ton of projects, including a second custom for Clark. "My biggest thing is working on my right hand drive chassis with Daytec. They're doing the frame, and we're doing a whole rolling chassis with the sheet metal, the wheels, the tires, the front end, the whole thing straight from us. Just pop in your motor and hit the road."

For more information on these amazing kits call Dave at (508) 697-3595.

—Paul Garson



Owner: Clark Khourey
City: Yarmouth, Massachusetts
General
Designer: owner/ Dave Perewitz
General
Fabrication: Cycle Fab
Year and make:.....2000 Cycle Fab
 Custom Rigid
Model:.....Choppah
Assembly: Cycle Fab
Time:.....8 months
Chroming: Rhode Island Tech
Engine
Year:.....2000
Model: TP Engineering 107
Rebuilder: TP Engineering
Ignition: Dyna
Displacement: 113-cubic-inch
Lower end: TP Engineering
Balancing: TP Engineering
Pistons: TP Engineering
Heads: TP Engineering

Cam:.....Crane
Lifters: JIMS
Carb(s): Mikuni
Air cleaner:.....Cycle Fab velocity
 stack
Pipes: Bryce/Cycle Fab
 custom
Mufflers: none
Transmission
Year:.....2000 TP Engineering
Modifications:.....polished
Shifting: 5-speed
Painting
Painter:.....Cycle Fab
Color/Type:.....vintage Rich
 Brandywine
Type:.....PPG
Special paint:.....none
Frame
Year:.....2000
Builder: Daytec
Type:.....rigid

Rake: 36 degrees
Stretch: 3-inch front/2-inch rear
Shocks: ..we don't need no stinkin'
 shocks
Modifications:.....Dave did it
Accessories
Bars: Arlen Ness
Risers: integral
Handlebar controls: Ness and
 Performance Machine
Fenders:.....Cycle Fab
Headlight:.....Headwinds
Taillight: Cycle Fab LED
Speedo: none
Dash: none
Front pegs: Cycle Fab
Rear pegs: no passengers
Electrics: Cycle Fab
Gas tank: Cycle Fab
Oil tank: Cycle Fab
Oil system:.....Cycle Fab
Primary cover: Cycle Fab

Seat: Danny Gray ostrich
Sissybar: none
Mirrors: Cycle Fab
Grips: Cycle Fab
Forks
Type: Cycle Fab
Extension:.....yes
Builder: Cycle Fab
Wheels
Front
Size: 21-inch
Hub: Hallcraft
Rim width: 3.25 inches
Tire: Avon
Brake: GMA
Rear
Size: 18-inch
Hub: Hallcraft
Rim width: 5 inches
Tire: Avon
Brake: GMA
Photography:.....Dino Petrocelli



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Happenings

ALASKA

Run For Pie
Date: July 28
Place: Kenai/Soldotna
Info: HOG Hotline
(907) 566-0999

ALABAMA

Bike-O-Rama
Place: Live Oak
Landing, Stockton
Date: Aug. 18-19
Info: (334) 645-2466

ARIZONA

Too Broke For Sturgis
Date: July 27-29
Place: Watson Lake
Info: (602) 678-4012

ARKANSAS

ABATE Main Event
Place: Mountain View
Date: Aug. 31-Sept. 3
Info: (501) 888-5893

CALIFORNIA

Biker's Roundup
Date: July 31-Aug. 5
Place: Madera Fairgrounds
Info: (323) 883-1567

Annual VNV-MC Run
Date: Aug. 1
Info: (408) 262-8612

SCMA 3 Flags Classic
Place: Starts Tijuana,
Mexico, ends in Pentic-
ton, BC Canada
Date: Aug. 31-Sept. 3
Info: (916) 726-1459

COLORADO

Four Corners Iron
Horse Motorcycle Rally
Place: Ignacio
Date: Aug. 30-Sept. 2
Info: (888) 284-9212

CONNECTICUT

Stafford Springs
Jamboree & Swap Meet
Place: Stafford Speedway
Date: Aug. 19-20
Info: (860) 445-9745

FLORIDA

HOGS for MDA
Date: July 21
Place: Pensacola
Info: (850) 492-5170

GEORGIA

Swap Meet and
Bike Show
Date: July 29
Place: Fairgrounds, Atlanta
Info: (404) 294-8900

15th Annual Freedom of
Choice Ride and Party
Date: Aug. 25-26
Info: (404) 294-8900

IDAHO

Rendezvous
Place: Bull Lake Mon-
tana Halfway House
Date: Aug. 18-20
Info: (406) 295-4358

State Friendship Run
Place: Kooskia
Date: Sept. 1-3
Info: (208) 939-4415

ILLINOIS

Annual Rodeo & Show
Place: Fulton County
Fairgrounds, Lewistown
Date: Aug. 17-18
Info: (309) 668-3222

Grand Nat'l TT Weeknd
Place: Peoria MC
club grounds
Date: Aug. 18-19
Info: (800) 747-0302

Swap Meet
Place: Peoria, at TT
Grand Nationals
Date: Aug. 18
Info: (800) 87-ABATE
(IL) (309) 343-6588

2nd Annual Ride to
Cure Cystic Fibrosis
Place: Chicago
Date: Aug. 25
Info: (312) 236-4491

INDIANA

ABATE Region 10
MDA Ride
Date: Aug. 4
Info: (812) 295-3849.

Band Jam
Place: ABATE Region 10
Date: Aug. 11
Info: (812) 295-3849

MDA Ride
Place: ABATE Region 2
Date: Aug. 25
Info: (219) 345-2906

Wabash Bash
Place: ABATE Region 13
Date: Aug. 25
Info: (812) 886-6943

IOWA

Blackburn Fest
Place: Clinton
Date: Aug. 25
Info: (319) 243-8715

Thunder in the Sand
Place: Conesville
Date: Aug. 31-Sept. 1-2
Info: www.circlof-
pridemc.com

KANSAS

11th Annual Pre-Sturgis
Hog Roast and Party
Date: July 27-28
Place: Conway Springs
Info: (316) 456-2305

26th Annual
Labor Day Rally
Place: Lake Perry
Date: Sept. 1-3
Info: (800) 657-5763

KENTUCKY

Bluegrass Bash
Place: Bullitt County
Fairgrounds,
Shepherdsville
Date: Aug. 26
Info: (800) 68-Cycle

LOUISIANA

Poker Run
Date: July 28
Place: Capitol Area
Info: (888) 892-2669

MARYLAND

7th Annual
Motorcycle Rodeo
Place: Big Pipe Creek
Park, Taneytown
Date: Aug. 12
Info: (800) 843-0252

Washington County
Bike Show
Place: Hagerstown
Date: Aug. 18
Info: (301) 665-1173

March of Dimes Run
Place: Jones Junction,
Bel Air
Date: Aug. 19
Info: (410) 752-7909;
(800) 927-9255
www.mdmodimes.org

6th Annual
Labor Day Party
Place: Talbot County
Agricultural Center,
Easton
Date: Aug. 31-Sept. 2
Info: (410) 745-5135
(410) 822-4434

MICHIGAN

Father Fred Benefit
Date: July 28-29
Place: Traverse City
Info: (231) 941-5573

8th Annual
Summer Run
Place: Muskegon,
Near Lake Michigan
Date: Aug. 4
Info: (231) 689-0774

10th Annual Run to Hell
Place: ABATE Region
14, Hell
Date: Aug. 16
Info: (734) 481-1452

Easyriders Motorcycle
Rodeo, a big action-
packed weekend
Place: Fowlerville
Fairgrounds
Date: Aug. 17-19
Info: (800) 962-9857

All Harley Drags
Place: ABATE Region 3
Date: Aug. 17-19
Info: (231) 263-3659

End of Summer Party
Place: ABATE Region 21
Date: Aug. 24-26
Info: (517) 644-5997

MINNESOTA

Rumble to Rev's
Motorcycle Rally
Date: July 27-28
Info: (320) 974-3666

Hodag Motorcycle Rally
Place: Rhinelander
Date: Aug. 25
Info: (715) 369-5300;
(800) 488-7428

Sand Dunes Chapter
5th Annual Rodeo
Place: Refuge Bar and
Grill, Orrack.
Date: Aug. 25
Info: (612) 682-5462

13th Annual ABATE
State Rally
Date: Sept. 1-3
Info: (507) 537-3584;
(800) 224-6570

MISSOURI

FORR Dam Homecoming
Place: Bagnall Dam,
Lake of the Ozarks
Date: Aug. 31-Sept. 3
Info: (573) 659-7475

Ozark Motorcycle
Jubilee, events, show
Place: Ozark Empire
Fairgrounds, Springfield
Date: Aug. 31-Sept. 2
Info: (623) 581-2500

MONTANA

1st Annual Dumas
Brothel Cross Country
Poker Run
Place: Butte
Date: Aug. 3-12
Info: (406) 723-6128
www.thedumasbroth-
el.com

NEBRASKA

Summer Ngt Poker Run
Date: July 21
Place: ABATE 6
Info: (402) 292-9798

NEW JERSEY

AHDRA N.J. Nationals
Place: Old Bridge
Township, Englishtown
Date: Aug. 19
Info: (336) 924-2095
www.ahdra.com

NEW MEXICO

Fire and Ice Route 66
Bike Rally
Date: July 20-22
Place: Rt. 66 in Grants
Info: (800) 748-2142

NEW YORK

14th Annual Party
Place: American Legion,
Vietnam Post, Pratts
Falls, Manlius
Date: Sept. 9
Info: (315) 476-7687

March of Dimes
Bikers for Babies
Date: July 28
Place: Albany, Buffalo,
Rochester, and Syracuse
Info: (315) 463-0700

NORTH DAKOTA

Fuck Sturgis Run
Place: Fargo to
Duluth, Minn.
Date: Aug. 10-12
Info: (218) 287-5326

OHIO

Annual Car/Bike Show
Date: July 28
Place: Lebanon
Info: (513) 932-1863 or
(513) 932-9411

Bikes and Bands
Place: Perry County
Fairgrounds, New Lexington
Date: Aug. 4
Info: (740) 342-3885

Sturgis East
Place: Butler County
Date: Aug. 10-12
Info: (513) 423-1631

Wooley Eagle Party
Place: ABATE Region 5
Date: Aug. 17-19
Info: (513) 934-3896

Easyriders Grand
National Motorcycle
Rodeo and good times
Place: Ross County Fair-
grounds, Chillicothe
Date: Aug. 30-Sept. 3
Info: (800) 962-9857

OKLAHOMA

After The Races Party
Date: July 14
Info: (405) 936-RIDE
(936-7433)

Thunder in the Wichitas
Place: Lawton
Date: Aug. 24-26
Info: (580) 782-2507

OREGON

ABATE of Oregon S.E.
Chapter Run
Date: July 27-29
Place: Mt Hood
Info: (503) 252-4842

Beaver Creek
Place: Lincoln County
Date: Aug. 10-12
Info: (541) 563-6526

ABATE Summer Run
Place: Portland Chapter
Date: Aug. 17-19
Info: (503) 777-5121

SOS Run
Place: ABATE Southern
Oregon Chapters
Date: Aug. 24-26
Info: (541) 888-8081

Rotary Air & Bike Show
Place: N. Bend
Date: Aug. 25
Info: (541) 888-8081

PENNSYLVANIA

Easyriders Motorcycle
Rodeo and events
Date: July 27-29
Place: Butler County
Fairgrounds, Prospect
Info: (800) 962-9857

1st Annual USA
Custom Nationals
Place: McClure
Date: Aug. 2-5
Info: (570) 752-3034

Hot August Nights
Place: York County
Fairground
Date: Aug. 10-12
Info: (904) 252-3101

Annual Tornado Run
Place: Marine Corps
League, Scranton
Date: Aug. 12
Info: (570) 342-7499

Vietnam Vets MC 9th
Annual Camp-out
Place: Reed's Gap
Date: Aug. 17-19
Info: (610) 461-4513

SOUTH CAROLINA

Whitten Cen. Poker Run
Place: Spartanburg
Date: Aug. 25
Info: (864) 444-5958

SOUTH DAKOTA

61st Annual Sturgis
Motorcycle Rally
Place: Sturgis
Date: Aug. 6-12
Info: www.sturgismo-
torcyclersally.com;
www.jackpine-
gypsies.com

TENNESSEE

Smoky Mt. Rod/Kustom
Place: Pigeon Forge
Date: Aug. 10-12
Info: (615) 885-1279 or
(615) 714-7980

AHDRA Thunder
in the Valley
Place: Bristol Dragway
Date: Aug. 11-12
Info: (336) 924-2095

Sumner County Rodeo
Place: Gallatin
Date: Aug. 11
Info: (615) 907-0304

Smoky Mtn. Muscular
Dist. Auction & Party
Place: Knoxville
Date: Aug. 18
Info: (615) 907-0304

Southwest Charter Run
Place: Natchez Trace
Date: Aug. 18
Info: (615) 907-0304

Upper Cumberland
White Water Rafting
Place: East Tennessee
Date: Aug. 24-26
Info: (901) 737-9757

Collierville Event
Place: Collierville
Date: Aug. 24
Info: (615) 907-0304

Southern Sons MC 12th
Annual Blowout
Place: Powell Valley
Date: Aug. 24-26
Info: (865) 463-7389

Dickson/Humphreys
Rodeo and events
Place: Dickson County
Date: Aug. 25
Info: (615) 907-0304

UTAH

Raspberry Run
Date: July 28
Place: Northern
Chapter ABATE
Info: (801) 973-0825

No Snivelers Ride
Place: Davis Chapter
ABATE
Date: Aug. 4-7
Info: (801) 973-0825

State Lagoon Day
Date: Aug. 12
Info: (801) 973-0825

WASHINGTON

Thunder Ride
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Info: (206) 722-8457

WISCONSIN

Hodag Motorcycle Rally
Place: Rhineland
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Info: (800) 488-7428

HOG Milwaukee
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Place: Milwaukee
Date: Aug. 30-Sept. 1
Info: (800) CLUBHOG
or www.hog.com

WYOMING

Iron Pony Ride
Date: July 30-Aug 3
Info: (800) CLUBHOG

Wicked Ride
of the West
Place: Jackson Hole
Date: Aug. 3-5
Info: (307) 734-2878

Ride the Rock
Ham'N'Jam
Place: Hulett
Date: Aug. 8
Info: (307) 467-5626

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M/C Rally
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2001 race schedule

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Aug. 18-19	Kaleva, MI	Oct. 6-7	Bowling Green, KY

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—Racin' Fool

motorcycle mania II

They're Back

The Discovery Channel's hour-long TV special *Motorcycle Mania* starring Jesse James of West Coast Choppers is the highest-rated show in Discovery Channel history. The program showed off Jesse's sheetmetal skills and included last year's *Easyriders* Camel Bike shoot.

Now the Lord of Customs is back in *Motorcycle Mania II*, giving America what it wants, more Jesse, more custom bikes, more attitude, and this time, a wild-ass ride to Sturgis where Mr. James' newest custom creation will be shot by Michael Lichter for another awesome *Easyriders* spread. Jesse and the homeys at WCC are filming the project as you read this with producer/director Hugh King (who brought you the first smash hit show). Look for it to debut on the Discovery Channel sometime in September.

—Phantom



Jesse James with producer/director Hugh King and cameraman

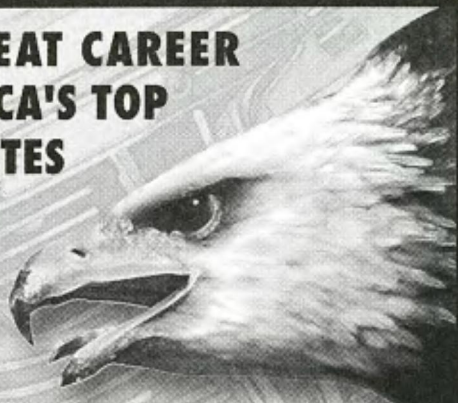
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special news

Motorcycle Hall of Fame Honors Eight for 2001

Faced with some tough choices this year, the Motorcycle Museum & Hall of Fame voting committee decided to select two nominees from each of four categories, rather than one from each.

In the Leadership category, it was Senator Ben Nighthorse Campbell and Paul Dean. In the Industry category: Loren "Hap" Jones and John Reed. Promotion category: Woody Carson and Roger Hull. Competition category: George Everett and Jim McClure.

The voting was so close that nearly every ballot had a note on it from the 51-member committee explaining that they were having an unusually hard time making a decision, Museum Co-director Maria Tuttle told *Easyriders*. Jeff Carstensen is the other co-director.

"I think the voting committee is to be commended. They had some hard decisions to make this year," Tuttle said.

Others also nominated were: Becky Brown and Ronald Clayton McKinley for Leadership; Jerry Hatfield and "New York Myke" Shelby for Industry; William G. Carrington and Neil Hultman for Promotion; and Max Bubeck, Paul Goldsmith, Pat McHenry, Donald Rice, and Bill Waltermire for Competition.

The annual induction breakfast, originally scheduled for August 8, 2001, at the Spearfish, South Dakota, Holiday Inn will not occur as planned this year, Tuttle said, for reasons she did not want to elaborate on. It will be rescheduled for a future date and place, she added.

The museum will start accepting nominations for the 2002 inductions beginning July 1, 2001. Tuttle said she encourages those who nominated candidates this year that didn't make the final cut to renominate them for 2002. Nominations come from a nominating committee comprised of motorcycle enthusiasts from across the country and people who have made nominations in the past. Nominations can also be entered via the Museum's Web site: <http://www.nationalmcmuseum.org>, or e-mail: info@nationalmcmuseum.org.

The National Motorcycle Museum & Hall of Fame, a not-for-profit organization, was founded in 1988 in Sturgis, South Dakota. It is currently in



the process of relocating to Anamosa, Iowa. It was organized to recognize those people who have contributed to the advancement of motorcycling.

Some past inductees include Willie G. Davidson, Peter Fonda, Arlen Ness, and Donnie Smith. Fifty-plus bikers have been inducted into the Hall of Fame since the first ceremony in 1990.

—Nomad

famers inducted

Indian's 100th Celebrated

Although it was Indian Motorcycle's 100th year that the Trailblazers of California celebrated recently, the pioneering bikers inducted into the Trailblazers' Hall of Fame that evening were not quite as ripe, but they're working on it.

Special guests invited to celebrate Indian's birthday during the Trailblazers' 57th annual banquet at the Sequoia Club

in Buena Park, California, were two members of Indian's famous "wrecking crew," Bobby Hill, a former American Motorcyclists Association National No. 1; and Bill Tuman who carried No. 1 for Indian in 1953.

Keynote speaker Jerry Hatfield, a noted Indian authority, revealed to the 500 attendees little-known Indian lore and Indian tales of yore.

Representing the new Indian Company—now of Gilroy, California—were Indian CEO Frank O'Connell; Rich Sotelo, director of special events; Chris Chatoian, events coordinator; Tomas Padilla, director of marketing; and Christie Obata, marketing manager.

The evening culminated with the induction of Skip Van Leeuwen, Sammy Tanner, Eddie Kretz Jr., Chuck Palmagren, Bob Sangren, George Everett, Bob Nichols, Buck Smith, George Rich and Sonny Nutter into the Trailblazers Hall of Fame. Nutter, a former raceway champion and America's team captain in world competition said the induction



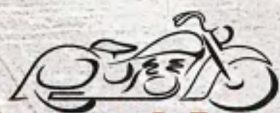
(L-R) Bob Nichols, Bob Sangren, Gene Smith (who accepted for his father Buck Smith), Sonny Nutter, Skip Van Leeuwen, Chuck Palmagren, Sammy Tanner, George Rich, and Eddie Kretz Jr. Not pictured, inductee George Everett who was killed while racing at Ascot in the '60s.

ceremony was reminiscent of a family gathering. "This is like my family. It was great to see everyone together again," he told us.

The Trailblazers is a social club of pioneer motorcycling enthusiasts founded in 1940. BSA, Triumph and Harley-Davidson were also honored over the last few years by the organization.

— Paul Dileski

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coast-to-coast

Biker News

BIKERS FIGHT FOR THEIR FIRST AMENDMENT RIGHTS:

Two Reno, Nevada, bikers who were arrested after refusing to remove their vests at the Carson City courthouse have sparked a First Amendment debate that they say they'll ride all the way to the Supreme Court if necessary.

The two members of the Branded Few motorcycle club were arrested March 9, 2001, on suspicion of trespassing after they were told they could not wear their swastika-decorated vests inside the courthouse, and they then refused to leave.

"We don't allow people with swastika symbols in the courtroom," said Carson City District Judge Michael Griffin, explaining that the swastika symbol is disturbing to some people and could be disruptive.

But the bikers believe that the court shouldn't tread on their right to express themselves, saying that asking them to remove their vests is the same as asking a Boy Scout to remove his uniform: "That uniform is who they are, and our vest is who we are, which is just a bunch of guys who love to ride motorcycles."

What was supposed to be a simple visit to the courthouse to contest a traffic violation has turned into a showdown over freedom of speech, according to Aid to Injured Motorcyclists (AIM) Attorney Kevin Karp, who serves as legal counsel for the Northern Nevada Confederation of Clubs. "They were arrested for trespassing on a public building where they not only had a right to be there, they had an obligation to be there because of a scheduled court appearance that day," said Karp. "We're not talking about the clothing itself, we're talking about what was written on the vest, and that's a violation of the First Amendment."

When the two bikers and their lawyer showed up in court on March 26 to enter not guilty pleas to the trespassing charges, they were supported by more than 50 motorcyclists from six clubs who gathered at the courthouse to protest what they view as an infringement on their First Amendment rights.

For their efforts, citations for trespassing were issued to 10 of the bikers who went inside the courthouse

with their colors on. Karp, who said he believes the law will be on the side of his clients, said they were singled out because they are members of motorcycle clubs. "If these guys have beards and ride bikes, if they are less than Wally Cleaver, they get harassed," he said.

Glen Gurr, chairman of the Northern Nevada Confederation of Clubs, who received a citation, said Harley riders are seen as bad guys. "We have businessmen, family men, we are not drug addicts and criminals."

"First off, these men are not in a gang," said Karp. "If these were Shriners or Boy Scouts in uniform, they wouldn't have any problem."

Karp promised to push the issue as far as it will go, including all the way to the state's highest court. "Quite simply," Karp said, "if this were a legitimate policy, why isn't it policy across the state?"

BIKE DEATHS DROP AFTER FLORIDA REPEALS HELMET LAW: "Motorcycle riders who fought so hard to get Florida's mandatory helmet law repealed are seeing the numbers from Daytona's Bike Week as real vindication," said an Associated Press article from Daytona Beach.

This year, all eyes turned toward the state's premier biker event to gauge the impact of repealing the state's helmet requirement last July 1, and despite fears that more motorcyclists would die, deaths actually dropped sharply.

"A record 15 bike-related fatalities occurred in Central Florida during Bike Week 2000. But during Bike Week 2001, accidents claimed the lives of six people in Volusia County, a reduction that bikers claim proves their point. They say that it's safer to ride motorcycles without helmets that impede vision and hearing," said the article.

Statewide, bike-related fatalities fell from 110 during the first six months of last year to 86 during the last six months, the period when helmets were no longer mandatory, the AP reported.

MOTORCYCLE FATALITIES NATION-WIDE ON THE RISE: After nearly a decade-long decline, motorcycle fatalities are on the rise again—and statistics show that aging baby boomers may be behind the increase, according to a *Los Angeles Times* analysis of federal statistics.

Motorcycle fatalities among riders 35

and older rose 59% between 1994 and 1999, while federal statistics show that deaths for those 34 and younger fell 22% during the same period. For the first time, in 1999, older riders accounted for a majority of those killed. That was also the year the trailing edge of the baby boom generation turned 35.

"These trends fly in the face of the conventional wisdom about who's getting killed on motorcycles," said Rae Tyson, a spokesman for the National Highway Traffic Safety Administration.

Motorcyclists accounted for 2,472 of the 41,611 people killed on America's roads in 1999—about 6% of the total. During the past 10 years, the average age of motorcyclists killed rose from 29.3 in 1990 to 36.5 in 1999, according to NHTSA statistics.

No one knows exactly why older cyclists are dying on the road in greater numbers, although inexperience, overconfidence, and alcohol consumption may all play a part. So can the tendency among older riders to embark on all-day road trips, which exposes them to the hazards of the highway for longer periods. Or it could be demographics, pure and simple—the sheer number of baby boomers saddling up for the first time or returning to the sport after a long absence. That has prompted a rapid "aging" of the motorcycle population.

As people remain active later in life, the number of older—even elderly—bikers can be expected to climb higher. Statistics also indicate that older bikers are more likely to drink alcohol before riding. The highest intoxication rate among fatally injured motorcyclists in 1999 was in the 35-39 age group—45%. That was followed by the 40-44 age group at 39%. The drunken driving rate for motorcyclists of all ages is much higher than for drivers of cars and light trucks.

The rising death statistics for older riders comes at a time when baby boomers are more enamored than ever with the romance of the motorcycle. Last year, the typical profile of a new motorcycle buyer was a 42-year-old male with a median income of \$67,000, according to the marketing research firm J.D. Power and Associates.

MOTORCYCLE INDUSTRY BOOMING: Money generated by new motorcycle sales in 1999 might rival the gross

national product of some small countries—the total came to an estimated \$4.4 billion," reports *Motorcycle Industry* magazine. That figure is up almost a billion from 1998, and it's more than double of what it was in 1994.

Motorcycles themselves accounted for less than half of the \$9.9 billion in sales generated by motorcycle retailers across the country. The rest of the money came from sales of used motorcycles, parts and accessories, and service labor.

In 1999, a typical franchised motorcycle dealer averaged \$840,000 in new unit sales, \$294,800 in parts and accessories, \$281,600 in used sales, \$82,100 in service and \$23,800 from other related sales. On average, a motorcycle dealer has 11.2 full-time employees and 2.0 part-time workers, with an average payroll of \$351,000.

QUOTE OF THE DAY:

"Everything that I did in life that was worthwhile I caught hell for."

—FORMER U.S. SUPREME COURT JUSTICE EARL WARREN

—Bill Bish, NCOM

ride across america

Get Your Red Wing Shoes

The Red Wing Shoe Company is a major associate sponsor of seven-time Winston Cup and Daytona 500 champ Kyle Petty. It's not often that you get such a perfect fit (that's shoe humor, get it?) and now Red Wing Shoes will be joining the 2001 Sprint Kyle Petty Charity Ride Across America as a corporate sponsor this summer. One lucky person will have the chance to win the ride of a lifetime and participate in the ride, which begins June 24 in Folsom, California, and ends July 1 at the Petty farm in Level Cross, North Carolina. For details check out the Red Wing Web site at: www.redwingshoe.com.



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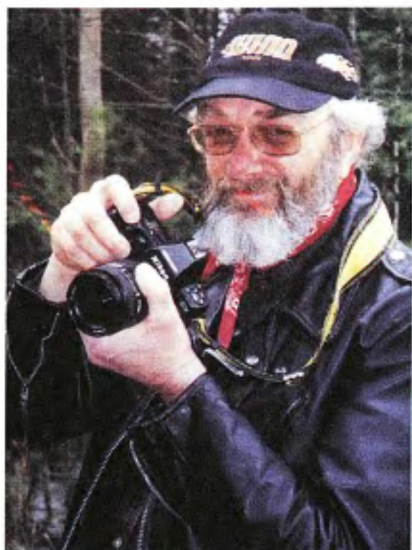
Ventura, Calif

Biker overheard talking to a sweetie at the bar:

"Hey, have ya ever had a 60-second orgasm? No? Got a minute?"

Phreaky Phred

Molar Majority



hall of fame

Passing of Cyclops

It is with great sadness that we report the passing of a fellow biker, friend, and well-known free-lance photographer, C. Richard Sheeran, aka, Cyclops. He lost his battle with cancer, and died peacefully in his home.

Although born in Rhode Island, New Hampshire has been his home for more than 20 years with his wife Mary. For many years Cyclops was involved in free-lance photography and writing, covering the biker's lifestyle. Many of his fine articles were published in *Easyriders* magazine, such as his trip to the anniversary of the Hollister event and his roller coaster tour. His one-eyed symbol represents his biker way of living—always have that camera ready. He was no stranger on the streets, camera in hand, at many biker events including the Harley Rendezvous, AM-Jam, Laconia, Sturgis, and Daytona.

He began his love of the biking world in 1957, when he got his first set of wheels, a Cushman motor scooter. A year later, he got his first camera. He made several coast to coast motorcycle tours, and said his choice in bikes for the past 20 years has been a Harley-Davidson. Apart from the biker world, Rick held a degree in machine design as well as occupational education. He had positions at Sikorsky Aircraft, Boeing Company, and Lockheed Aircraft as a mechanical drafter/designer. He was a professor of drafting and Computer Assisted Design (CAD) at New Hampshire Technical College.

Memorial contributions may be made in his honor to: N.H. Humane Society, 1305 Meredith Center Rd., Laconia, N.H. 03246; Community Health & Hospice, 780 N. Main St., Laconia, N.H. 03246; or the American Cancer Society, 360 Route 101, Bedford, N.H. 03110.

—Sadly and respectfully
submitted by Irv and Jan Colby
(aka, "Irv the Perv" and "Jac")

legal-ese

Illinois Considers Helmet Law

Although no state has enacted a motorcycle helmet law since Maryland in 1992, Illinois lawmakers are considering a bill to require riders under the age of 18 to wear a helmet. Illinois is one of only three states that have no helmet law covering younger riders. Colorado and Iowa are the other two that have no helmet law on the books.

Two Chicago area legislators are reportedly pushing the helmet law in retaliation for ABATE of Illinois heading off a City Council attempt to ban motorcycles on certain Chicago streets, primarily Lake Shore Drive.

Rep. Julie Hamos (D-Chicago) introduced HB3084, which passed 7-0 in committee and will now go to the House Floor. Senator Donne Trotter (D-Chicago) is carrying a similar bill in the State Senate.

"Don't expect this to go anywhere, though," predicted Rich Miller in the political insider publication *Capitol Fax* on March 5, 2001: "But, it will be a lot of fun to watch the ABATE folks go at it again. If you've hung around the Statehouse long enough, you know when ABATE's in town because all of a sudden a bunch of blue jeans-wearing bearded guys with leather vests, long hair and tattoos show up (OK, they don't all look like that, but enough do that it's impossible to miss noticing an ABATE lobby day).

"Needless to say, they don't exactly fit in with the suit and tie Statehouse crowd, but they are probably the most well-organized grass roots organization in the state. The best evidence of this is Illinois has foregone millions of dollars in federal highway money because it won't pass even a watered-down helmet law. Just about every group is forced to compromise in Springfield, but ABATE keeps winning on its own terms."

Miller goes on to write: "They are a class outfit. Back when Senator Cullerton's helmet bill was an annual ritual, ABATE would flood House and Senate offices with phone calls before a committee vote. After the vote, the group would send flowers to the secretaries as thanks for all the trouble.

"And, as I've told you before, the group has found a niche that allows it to be a player in the campaign game. ABATE constructs and then places thousands of political yard signs before every election—and then picks them up when the election is over. They don't have a lot of money, but they have become a force to be reckoned with."

A couple of years ago, Senator John Cullerton (D-Chicago) decided to give up his years-long quest for a mandatory motorcycle helmet law, saying publicly at the time that he was tired of losing year after year, and admitting that his persistence had allowed the other side to become incredibly well organized.

"Like I said, they never lose," Miller said in closing.

—Bill Bishop, NCOM

shack of shame

Principal Robert Leahy

Franklin (Ohio) High School Principal Robert Leahy and several unnamed school board members recently banned a poster of the schools wrestling team posing in black leathers sitting on new Harley-Davidson's at the front entrance of Aces and Eights Harley-Davidson in Mason, Ohio. Leahy claims, "This is very offensive and it gives off the wrong impression of our students."

The reason the wrestling team did the poster was for a fund raiser because the school system failed to provide the necessary "bucks" to help fund the remainder of the season and the wrestling playoffs, which meant so much to these kids who gave it their all.

Leahy, if you're so damn worried about giving out the wrong impression of your students, consider this: What if the homecoming queen including all the cheerleaders had posed topless right along with the wrestling team? Now, that would have been one hell of a controversial (if not illegal) poster.

All kiddin' aside, these kids should be congratulated, not chastised. But then



biker generation

Michael Lichter's Sturgis Exhibit

The Journey Museum in Rapid City, South Dakota, will be hosting a photography exhibition by our own Michael Lichter during this year's Sturgis Rally. Biker Generation will include images of some of Michael's best known works as well as a display of custom motorcycles by today's hottest master builders such as Mitch Bergeron, Jesse James, Fred Kodlin, Billy Lane, Bob McKay, Jim Nasi, Arlen Ness, Cory Ness, Rom Simms, Donnie Smith, Russ Tom, Eddie Trotta, and Paul Yaffe.

Come meet these mega moto-builders at the opening reception on Tuesday, August 7, from 4 to 8 p.m. It's free to the public. The Biker Generation exhibit will run from August 4 through 11, open from 9 a.m. to 5 p.m. daily at 222 New York Street, two blocks east of the Rushmore Plaza Holiday Inn and the Civic Center. Admission during the week is just \$5., kids are free.

—Phantom

again, how often do we induct a high school principal into our infamous Shack of Shame? For your narrow sided and biased views Leahy, I give you an "E"

You readers can rattle his cage and let 'em know how you feel by contacting Dinzle Brown, Superintendent, Franklin City Schools, 150 East 6th St., Franklin, Ohio 45005 or e-mail: superintendent@franklin-city.k12.oh.us, or contact Robert Leahy, Franklin High School Principal at rleahy@franklin-city.k12.oh.us.

—Twiggy

for arts sake

New Sturgis Motorcycle Museum Fills Void

It looks like motorcycling has become so popular there is room for two motorcycle museums and halls of fame... one in South Dakota and one in Iowa.

Stepping in to fill a void created when the National Motorcycle Museum and Hall of Fame (NMMHF) pulled up its stakes in Sturgis last December and moved to

Anamosa, Iowa, is the newly minted Sturgis Motorcycle Museum and Hall of Fame.

A group of six Sturgis, S.D., business owners ponyed up \$30,000 recently to open the new museum in an historic building adjacent to the Pyramid Bar on Main Street, according to Sturgis Museum officials. Bob Illingworth, founder and former director of the Minnesota Motorcycle Riders Association and current resident of Sturgis, was elected president.

"We, as well as hundreds of Sturgis citizens, the Jackpine Gypsies and the Sturgis community were extremely disappointed in the decision to move the museum to Iowa," Illingworth explained as the motivation behind opening the new museum.

One of the Sturgis Museum board's first official acts was to induct their own slate of motorcycle movers-and-shakers into its new Hall of Fame for 2001, while installing past NMMHF honorees in the Sturgis Museum's Hall of Fame.

The grand opening of the new museum will be June 1, 2001 and the inaugural induction ceremony and banquet will be August 7, 2001.

The Sturgis 2001 inductees include: South Dakota Governor William Janklow; U.S. Senator Ben Nighthorse Campbell of Colorado; South Dakota State Senator Jim Putnam; Jim Betlach, director of new business development for Easyriders, Inc. in Agoura Hills, Calif.; David Perewitz, owner of Cycle Fab in Brockton, Mass.; Frank Ernst of ABATE of Minnesota; Neil Hultman, Jackpine Gypsies MC in Sturgis, S.D.; Eddie Miller and family, Jackpine Gypsies MC, Sturgis, S.D.; Penny Walker, activist, Kansas City, Mo.; Tom Rudd of Kuryakyn, Inc., Somerset, Wisc.; Woody Carson, Antique Motorcycle of America, Fort Collins, Co.; Genevieve Schmitt, writer for *Woman Rider* Magazine; Indian Jeff, bike restoration expert, Seattle, Wash.

Besides Illingworth, the newly elected Sturgis Museum board of directors include: VP Mark Smith, Secretary Pepper Massey-Swan, Treasurer Robin Baldwin and directors Roger Schieman and Don Fiest. Advisory board of Sturgis residents are: Bob Moore, Neil Hultman, Al Colton, Richard Storm and Gene and Nancy Flagler. The Flaglers, owners of the Pyramid bar, donated without charge the museum building for four years.

For more information call (605) 347-0849; P.O. Box 602, Sturgis, SD 57785; e-mail: sturgismotorcyclemuseum@yahoo.com.

two-wheeled tidbits

Spanning the biking globe...

Albion, Pa.: According to Harold Benich, he is just a goober that likes to make things. This guy rides a home-modified Harley Fat Boy that runs on soybean oil. When it's running he says it smells like a batch of french fries and draws a crowd of hungry folks every time he stops. Guess it runs pretty good and he never has to buy gasoline. He gets about 275 miles per tank, or 30 miles per gallon.

He built the bike from mail-order parts and an old diesel engine. It's believed to be the country's first bike that runs entirely on soybean oil, according to the National Biodiesel Board in Jefferson City, Missouri.

It took him two years to build from Harley parts and an engine that was rescued from a construction site. He admits the soybean-powered cycle won't accelerate like a factory-made scooter and it costs about a third more to run. But, his fuel won't catch fire and is so clean "even the fish will eat it." It's guys like this that keep us cookin' down the road.

Phoenix: Titan Motorcycle Company of America has secured court approval for \$250,000 debtor-in-possession financing. "The additional cash will allow Titan to

continue ramping up production to meet the rising seasonal demands," said CEO Frank Keery. He expects in the next few weeks to expand the company's financial strength with an additional seven-figure debtor-in-possession loan that, once approved by the court, will enable the company to operate through a successful reorganization in 2001.

The company has successfully executed a distribution agreement with the Independence Motorcycle Company. Independence Motorcycles is pleased with the initial success of their bike sales and will now distribute motorcycles through the Bikers Dream dealer network, a subsidiary of V-Twin, and operates six dealerships and licenses the name to 16 independent dealers in 14 states. V-Twin also has rights of first refusal to sell the Titan motorcycles within the territories of its Bikers Dream dealerships, in addition to any new store openings. With this agreement, V-Twin has placed an order to purchase three hundred new millennium-style motorcycles. Terms were not announced.

Southfield, Mich.: Polk, the longest standing curator of auto records in the U.S., says the 2000 Motorcycle National Vehicle Population Profile (MNVPP) is now available. It's a census of every motorcycle and all-terrain vehicles (ATV) registered in the U.S. This information, which can be sorted by make, location, model, year and category (off-highway or

on-road), gives MROs the ability to gather and share information for more political clout. You can bet this tidbit was unintended but let's take advantage of it.

Polk's 2000 MNVPP is loaded with facts and stats we can use, such as: There are more than 5.5 million motorcycles registered in the U.S. California has roughly 12% of them. Nearly 30% of all running bikes are located in four states: California, New York, Texas and Illinois. Registrations in Louisiana and Texas have increased by more than 60% since 1997, which are the highest volume increases in the country. A thought: Texas and Louisiana have both recently passed laws that allow adults to ride free. I wonder if that had anything to do with this huge rise in registrations?

Pemba, Tanzania: Be careful if you ride in Tanzania. Seems a government official there was out for a putt recently and got stopped by a roadblock. This time by gangsters, not cops. Some thugs hacked the guy to death with machetes. The police think it might be political. He's just as dead, though. Police say there have been 24 people, including a cop, killed in this violent manner. Ouch! What a way to go.

That's all the news fit to print in this issue. See ya down the road.

—Gunny, Oregon AIM Chief of Staff

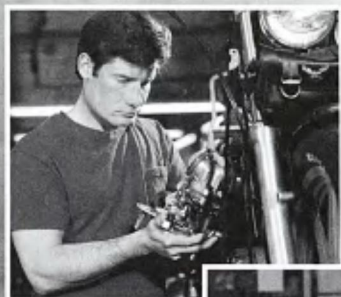
investment news

Two-Wheeled Investor

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SYMBOL	COMPANY	DATE PUBLIC	LAST QUOTE	DATE	52-WEEK HIGH/LOW
BIKR	BIKERS DREAM	1997	0.20	5/14/01	1.75 - 0.05
EZR	EASYRIDERS, INC.	1998	0.60	5/14/01	1.31 - 0.10
HDI	HARLEY-DAVIDSON	1986	46.70	5/14/01	50.62 - 33.18
PII	POLARIS/VICTORY	1996	40.20	5/14/01	51.65 - 29.18
TMOT	TITAN MOTORCYCLES	1998	0.04	5/14/01	2.71 - 0.03

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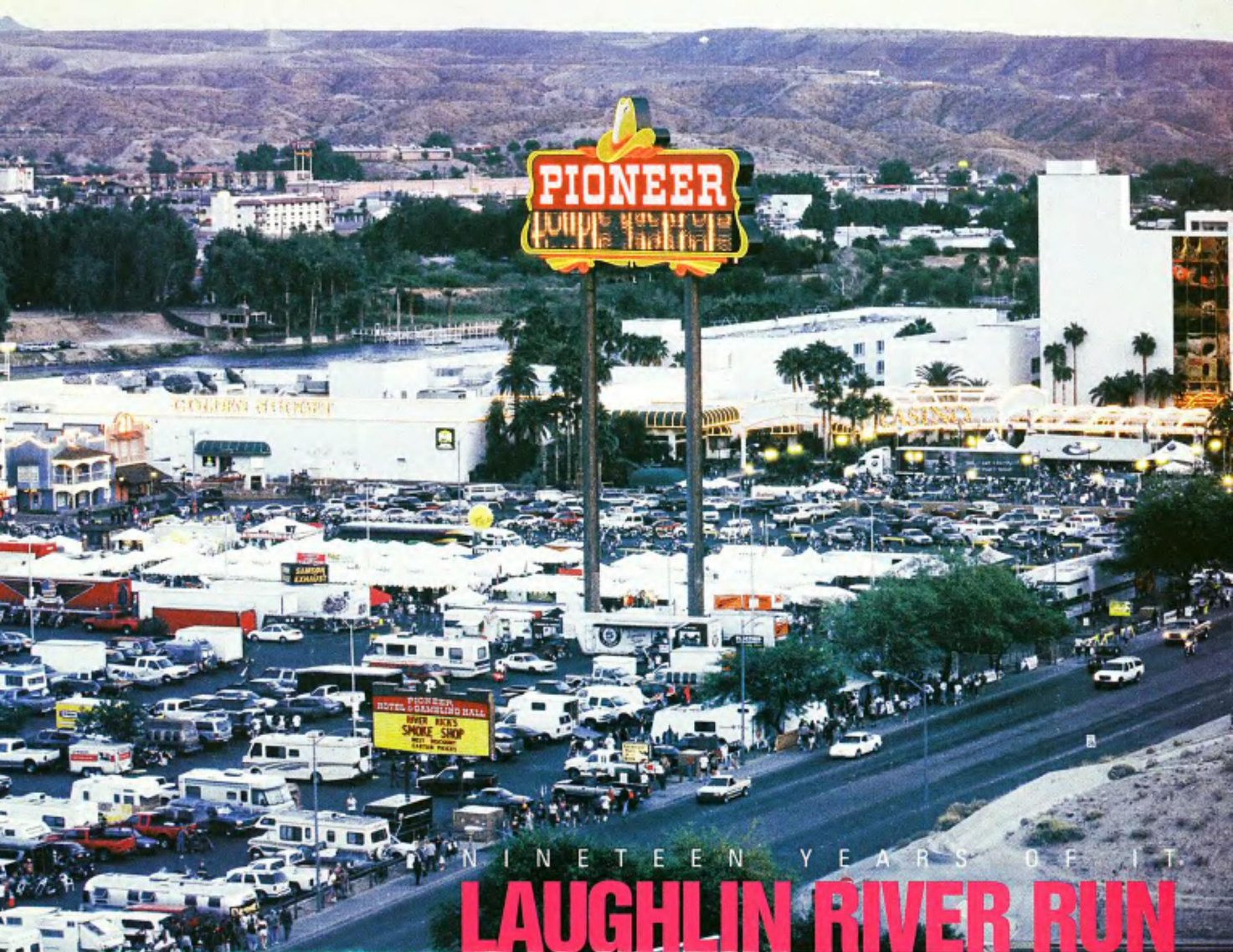
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The Laughlin River Run has grown to be the largest motorcycle event on the West Coast as claimed by the promoters, Dal-Con Promotions. I don't know about you, but bein' 350 miles inland from any Pacific beach, and ridin' through 300 miles of desert to get there, just doesn't seem like West Coast to me. 'Course what else couldja call it: the largest Middle of the Fuckin' Desert event? Largest somewhere between the West Coast and the Midwest event? Biggest west side of the Colorado River event?

Nevertheless, the official Laughlin count was around 70,000 with about that many motorcycles. The police department's news release reported that the crowds were extremely well behaved, and any problems in the crowd were dealt with quickly.

It seems there's a new sheriff in town (Lieutenant Tom Smitley) who told his men that he wanted this to be a better event, and that the people be treated nice, like customers. And I guess they did just that because there were warning tickets given in place of the money-makers in many cases, and if riders had their helmets on their bikes and not their heads, they were politely asked to put them on.

There were three major traffic accidents involving motorcycles this year. A man got killed on Needles Highway, northbound near mile-marker six, when he lost control and slid across into the path of a group of bikes heading south. On Highway 95, between Railroad Pass and Searchlight, a couple was immediately snuffed when a SUV with a flat tire took 'em out. Another incident on Casino Drive sent a coupla people to the hospital when some dip-shit lost control of his scooter and ended up in the crowd.

Ten motorcycles were reported stolen from various locations in Laughlin. A task force was on hand to check Vehicle Identification Numbers and they towed eight bikes that had altered VINs. They claimed some of these bikes had stolen parts, identified through NCIC, that'd been stolen in previous years from different locations around the U.S. The bikes confiscated will get further investigation from the Las Vegas Metropolitan Police Department's Auto Theft Detail.

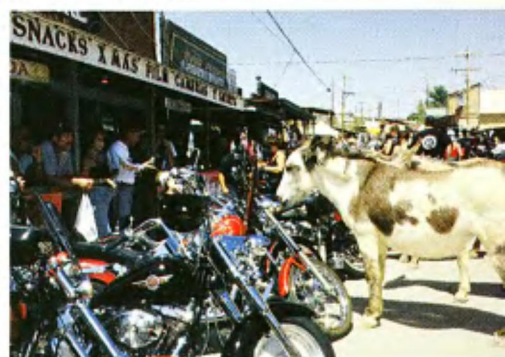
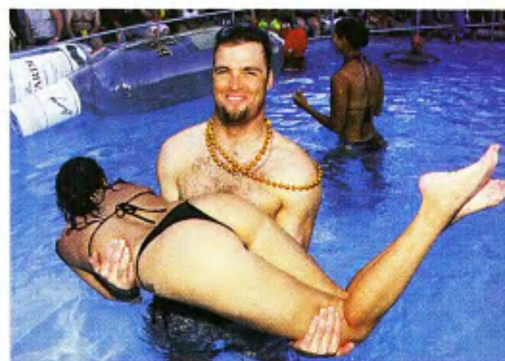


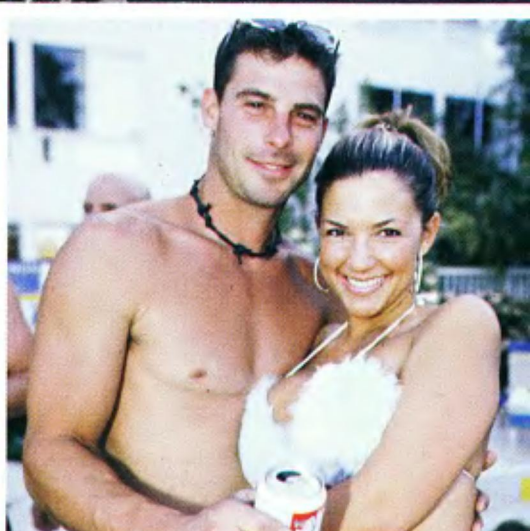
Here's some more statistics ya might find interesting: felony arrests 7; accidents 4; gross misdemeanors 6; misdemeanors 35; juvenile curfew cites 12; misdemeanor cites 27; juvenile criminal arrests 7; DUI arrests 8; controlled substance arrests 5; traffic citations 297; domestic violence arrests 4; traffic arrests 11; lewd conduct arrests 6; disorderly conduct arrests 8; weapons violations 5; and warrant arrests 12. Not too bad when you consider the thousands and thousands of scooter folk that clogged this event.

There were some new things happenin' this year that were reportedly very successful. One was the First Annual Ride & Slide at the Needles Aquatic Center. The admission was \$5 and girls got in 2-for-1. It was the right weather for it! The Bikers Bench Press Championship at the River Palms went over well. I missed the Miss Hawaiian Tropic Bikini Contest at the Colorado Belle, but I did make it to the First Annual Ladies at Laughlin River Run Conference and Luncheon.

The Ladies at Laughlin luncheon at Harrah's was pretty cool, actually. It's interesting hearing women talk about riding with the same passion for it as men, but they have their own set of obstacles to overcome. Christine Ravazzolo, a pretty little lady of barely over 5 feet and not much over 100 pounds, explained and demonstrated how to pick up your motorcycle after droppin' it. When she asked the crowd, "What's the first thing you do when you drop your bike?" a meek little voice broke the silence with, "Cry?" Randy Twells was the organizer of the luncheon with prominent ladies in motorcycling and celebrities sharing the podium. There was \$16,500 raised for the Susan G. Komen Breast Cancer Foundation. Some of the sponsors present were The Motor Maids, *Women On Wheels*, and *Friction Zone* magazines. A Ride For The Cure was held after the luncheon.

The Styx concert at the Flamingo was great. The Jimmie Van Zant Band opened for Foghat at River Palms. The Riverside Resort had the Marshall Tucker Band blazin' out the biker tunes and comedian Howie Mandel had 'em in stitches at Harrah's.







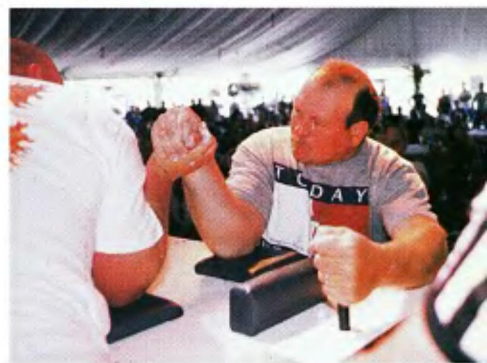
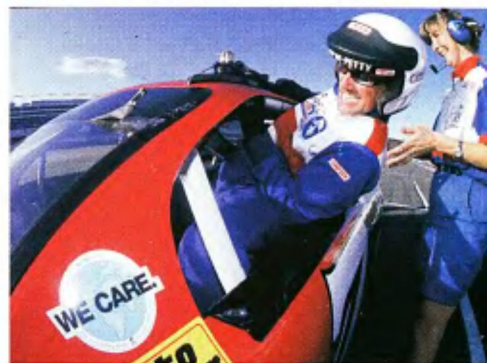
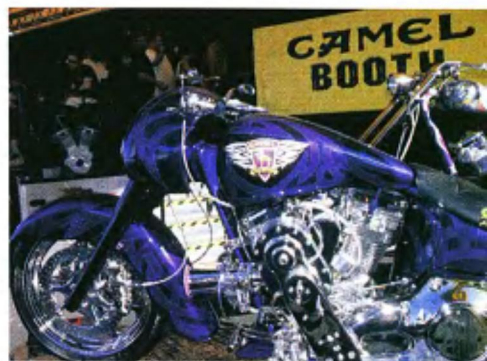
Photos: Ken Karagoudian

Aftermarket vendors were there in full force. Artist Eric Herrmann was laboring over his new work-in-progress painting called "Gettin' Lucky" showin' a fella with the chick and the money hookin' it outa town. At MB & Strings' booth I met Bill Morgan with RideTek, his new product is a black vinyl top that straps to hard saddlebags lids that give ya more room for strappin' on stuff. Joe Teresi's Dyno Drag truck was gettin' a lot of attention in front of the Edgewater as crowds watched wild drag racing action. Motorcycle demo rides were held all over town and a bike show was held by Dal Con, across from the Golden Nugget, on Saturday with a good turnout of every style of bike imaginable.

The Avi Casino, between Laughlin and Needles, had the Fryed Brothers Band performin' there again. If you've never heard them, you should. The Run Whatcha Brung drag races went well and \$12,500 was collected for local children charities.

In a nutshell, the Laughlin River Run isn't for everyone because it gets costly, it's usually hotter than shit, and there's no tits. Still, the events are happenin', the casinos are full, and it's hard to find any place to park. I guess that makes this run right for the 70,000 people that keep comin' back. You're just gonna hafta witness it yourself.

— Clean Dean



DOWN AND TROUBLED

First, I have a 1974 Sporty and I don't know if it's an XL or XLH. The shifter is on the right-hand side and it's a 1000cc. Second, I had it overhauled and the guy told me he bored out the cylinders, installed new cams, pistons, and valves. The problems start when I'm riding, it will start coughing and dies, unless I release the throttle. If it stalls I have to wait for it to cool down before it'll fire back up. The shop that did the work went out of business and now I'm stuck.

Down and suddenly stuck
Caldwell, Ohio

Let's see what we can do here. To start, if the bike is a 1974, the shifter should be on the left. Both the XL and XLH came out around 1956 with the 1000cc model coming out around 1971. You'll have to check your VIN to find out exactly what you have. Your second problem may not be as bad as it sounds. You may have a simple intake or carburetor leak, as it sounds like you're getting too much air into the system. First, check the manifold and carb fittings to insure they are tight. Next start the bike and let it warm up. Spray a small amount of WD-40 where the manifold attaches to the heads. If the bike dies...you've found your problem. If that doesn't cure it, a qualified shop should be your next course of action.

HOWLIN' AT THE MOON

I have a 1999 Evo. If I port the heads and install spring kit pushrods, Weisco 11:1 pistons, .600 crane cam and Fireball ignition, and a Super E carb, can I get more than 90 horses out of that setup? Or, do I have to go to a big jug setup? I was told "no way with out the big jugs." A big night out rides on your reply.

WereIwif
Via the Internet

I tell you what...big jugs are always better than smaller ones. See on smaller size bras... oh, you meant cylinders. Ninety horses might be a little high. Usually the formula is one horsepower per cubic inch. If your motor is reassembled and blue-printed properly you should get between a solid 80 to 85 ponies. If this is just a beer bet, and you're not racin' for pinks, tell 'em I said you can get 100 hp!

WANTS PEACE OF MIND

I don't know if I'm over reacting, but a peace of mind is important to me. I have a 1997 Fat Boy with an Andrews AV43 cam, HSR-42 carb, JIMS oil pump, V-Thunder ignition, Spyke dual-fire coil, NGK plugs, and Thunderheader exhaust. With all the modifications, the temps reach 210 to 215 degrees. Is that healthy? I do long rides, not too much city riding. The pipes started turning blue, is it too lean or too hot? Do I need an oil cooler? What temp should the engine be running? I love the magazine and thank you in advance for the help.

Red Rooster
Santa Susana Knolls, California

Hey Red, since ya ended by givin' my ass a little smooch, I'll help ya out here and not bag on ya too much (the phrase is: Peace of Mind). Pipes turn blue because chrome plating ain't what it used to be. Heat shields will hide 'em, Blue-Job will also help out by removing some of the marks as well. What ya really need is to have them coated PRIOR to placing them on the bike and running them. If you're worried about the bike runnin' too lean, remove the plugs. They should be the color of coffee with cream. Not that fru-fru Starbucks crap, real coffee, got it? If they are white/ash colored, that's running too lean. If they are black and sooty, that's too rich. Not good, but not as bad. Installing an oil cooler is always a good idea. Normally an air-cooled motor runs about 200 degrees, so it doesn't sound like you're doin' too bad right now. I'd still get the oil-cooler though.

NEEDS SHIFTING HELP

My left leg was amputated three years ago. I bought a 2001 FLSTF and the dealer is converting it to a trike. The problem is shifting. A right-side shifter conversion is \$600 more than I have, considering the price of the bike. Hand shifters I'm just not comfortable with. So now what? The amputation is above the knee, but I want to keep the shifter on the pegs. Can anyone help me?

Kevin
Tamaqua, Pennsylvania
Kevin.Davis@macktrucks.com

Brother I hate to say this, but custom work costs. Any good fabrication shop should be able to set up your shifter anyway you want it. You may want to think about transposing the throttle so it's on the same side as the clutch. This way when you let off the throttle to shift, your hand is coming towards you to engage the lever, leaving your right hand free for some type of Jockey shift—it's not as difficult as it sounds. Maybe the Harley dealer isn't the place to get this done, they don't do a lot of fab work these days. Good luck and we threw in the e-mail address if anyone out there knows.

WHAT THE F...?

I have a 1950 panhead in my shop and I'm lost. When the customer brought it in, it had stroker plates under the cylinders (they measure .325) and he told me it had 80-inch flywheels. The compression was very low—about 50 to 60 pounds. I thought he needed a new top end, so I tore into it. This motor has a 3.937 stroke and 30-over bore. The heads were shot and it had shovel intake valves. Did they just install 80-inch rods? I can't find the length for stock shovel and pan rods, or did they use the plates to clear the valves? The pistons stick up .125 past the top of the jugs with the stroker plates off.

Thanks
Name withheld on request

Dude, you better do your homework! Stock stroke on a 74-inch is 3.438 or 3 7/16. You do NOT change rods to change stroke. You change flywheels. How did you measure the stroke? If you measured piston travel and came up with 3.937, then you would have 3 15/16 flywheels. In other words, you have yourself a set of stroker wheels. Rod length has always been 7.440 eye-to-eye in every motor since the knucklehead. The plates are there for extra stroke. I hate to say this, but I got the feeling you may be in a little over your head here. I'd slow up a little and do some research. If ya run into another problem, e-mail me!

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail wrench@easyriders.net. If we can find a solution, you'll read it here.

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EASYRIDERS GUIDE TO CUSTOM HEADLIGHTS

Always looking on the brighter side of life (that was an easy one), we figured it was high time we brought to you an illuminating guide to custom headlights.

Headlights are an essential safety device for any rider, and are also part of the look and identity of any custom bike. Nothing says vintage chopper more than a small Bates light, perched on top of a spindly, extended springer front end. On the other hand, you wouldn't consider building a low-slung, pro-street billet

terror without mounting one of those radically streamlined projectors that are carved out of a chunk of aluminum.

There are tons of very exotic headlights on the market these days, and after researching the subject, we feel that we barely scratched the surface. We tried to show you as an eclectic a selection as possible though, and we hope these few pages will guide you ever closer to the light.

—Lafayette



Chrome 7-inch OEM Type

We found this chromed 7-inch stamped steel headlight in the Biker's Choice catalog. It duplicates the original Harley-Davidson Heritage unit. The high-quality headlamp includes a Wagner sealed beam, it's wired and ready for installation. The mounting bracket shown on the image is not included, and must be ordered separately. The headlight is available for 6-volt applications (#41-0310), or 12-volt (#41-0309).

Contact your Biker's Choice dealer and see the Biker's Choice catalog for more great products.



Nacelle with Headlight

Also out of Biker's Choice's huge catalog, is this nacelle with headlight combination, to give your big twin the ultimate nostalgic look. It's chrome plated, comes complete with inner and outer bucket, chrome-plated outer ring, and a halogen light. This particular number (#41-1096) fits 1970 through 1984 FL bikes.

Contact your Biker's Choice dealer and see the Biker's Choice catalog for more great products.



Doss Custom Teardrop Headlight and Housing

What happens when you combine the looks of a timeless hot rod and a classic motorcycle front end? That's what Rick Doss asked himself, and here's what he came up with. The classic 1950s vintage aluminum headlight housing receives an early Ford headlight. This kit includes all the parts and mounting hardware you will need to fit to most big twin bikes from 1960 to present.

See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com



Chrome Billet Trim Rim Headlamp

Lean and clean is the name of the game for this stylish headlight assembly. It's made of chrome plated 5 3/4-inch billet aluminum and features an extra-thin rim design. It also includes the mounting block and sealed beam.

See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com



Chrome 7-inch Headlight Trim Rings with Visor

These visors look like they were designed in and not added on. They're styled to follow the contours of the headlight housing, and are sure to give your bike a fresh and unique look. The visors are offered in two versions, Smooth Top, or Raised Pointed Tip (as shown) to blend in as a highlight on OEM type 1960 through 1984 FLH housings. This also looks good on FLHT and FLHS models.

See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com



Doss Frenched Headlight Kit

Styled after the hot rods of the 50s, this exclusive 5-piece kit provides a custom look to many of today's big twin models. It converts the original equipment 7-inch headlight to a stylish 5 3/4-inch unit with halogen lamp that's recessed back into a bold outer rim and bucket assembly.

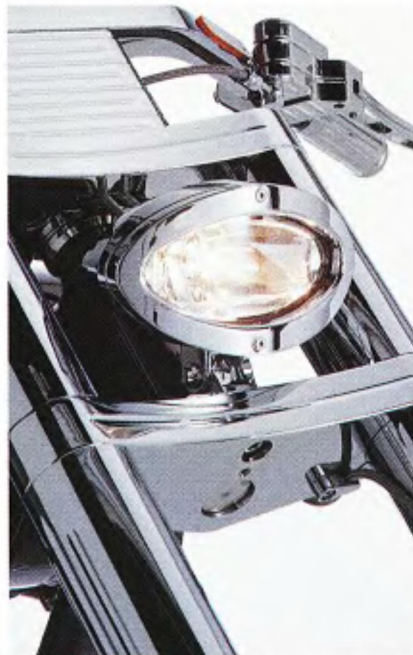
See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com



Snake Custom Headlight Unit

This is the universal gel-coated GFK headlight unit for the ultimate performance look. It includes 12-volt H4 35/35W bulbs, inserts and all mounting hardware. It's ready to sand and paint.

See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com



Kodlin Elypse High-Beam Billet Headlight

Here's a show-chromed high-beam headlight assembly from one of Europe's premier customizers that breaks new ground in high-tech styling. It fits all wide-track front ends from 1980 to the present.

See your Custom Chrome dealer, call (800) 729-3332, or go to www.customchrome.com

Chrome Billet Headlight Kit with Tri-Bar Lens Cover

Slightly larger than comparable headlights, this chrome over billet aluminum beauty has unique features that set it apart from the crowd. The headlight shell has a tri-bar lens cover that allows the billet look to flow continuous from front to rear. The lens cover comes with a smooth bezel; an optional lens cover with knurled bezel is available for a more aggressive look. This headlamp also comes to a sharp point at the rear of the housing, which gives it a more streamlined appearance. It comes complete with 60/55 watt H-4 halogen bulb, and accepts a 3/4-inch mounting post.

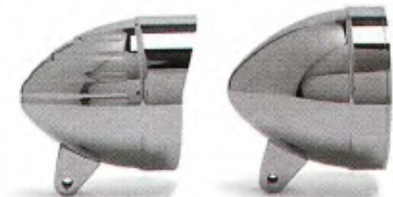
Get this beauty from Chrome Specialties now by calling (800) 811-8904, or log on to www.iammerclub.com



Tradewinds Chrome Billet Headlight Shells

Put the finishing touch on your bike's front end with one of these chrome billet headlights. They are precision machined and are available with either recessed or visored retaining rings. Headlight, mounting post and hardware are sold separately.

Get them now from Chrome Specialties; (800) 811-8904, or go to www.iammerclub.com



Nail & Flame Style Headlights

Not all headlights are created equal. These 5 3/4-inch headlights look stunning on both contemporary and nostalgic bikes. They are available in four styles: nail or flames, chrome or black anodized. They come complete with a halogen bulb for better visibility and are distributed by Cyril Huze.

Call him at (561) 392-5557, or log on to www.cyrilhuze.com





Headlamp Trim Rings From Harley Davidson

This chrome-plated headlamp trim ring extends forward, giving the headlamp assembly a frenched look reminiscent of classic hot rod car designs by recessing the headlamp and adding the appearance of depth. It functions as a direct replacement for the original trim ring. Illustrated here is the result of the conversion on a Heritage Springer, and on a Softail.

Contact your Harley-Davidson dealer, or log on to www.harley-davidson.com for more information.



Billet Headlamps from Exile Cycles

Exile Cycles is proud to offer these chunky billet 4.5-inch headlamps. The lights are made in Holland by those masters of machining, SJP Engineering. They are available either single or dual and are supplied with the mounting bracket. Finish is either show-polish or black anodized.

For more information call (818) 768 7667, or visit www.exilecycles.com



Paughco 5 3/4-inch Bullet-Style Headlamp

This simple and traditional bullet-style headlamp features a deep shell with a 12-volt sealed beam. It's an ideal part to achieve a clean custom look, where a shell-mounted high-beam indicator is not desired. Heavy-duty mounting ears are designed for bottom mount bracket.

Call MID-USA at (800) 527-0501 or log on to www.mid-usa.com for more information



Achieve the locomotive look with this stamped steel headlamp assembly with visor. The horizontal ribs give it that "in motion" look. It's great for a clean custom style where a shell-mounted high-beam indicator is not desired. It includes a bottom mount.

Call MID-USA at (800) 527-0501 or log on to www.mid-usa.com for more information



Ness Tech Billet Headlight

No need for introductions here. You only get the very best stuff from Arlen Ness, and this spectacular headlight is no exception. It's lean, it's mean, and it's all CNC machined out of billet aluminum. The retaining headlight ring is threaded onto the bullet to eliminate mounting hardware and keeps your bike as sleek as possible. This particular headlamp is available in many different styles from Arlen Ness, and from many warehouse distributors worldwide.

Contact Arlen Ness to get their latest catalog at (510) 276-3303, or go to www.arlenness.com

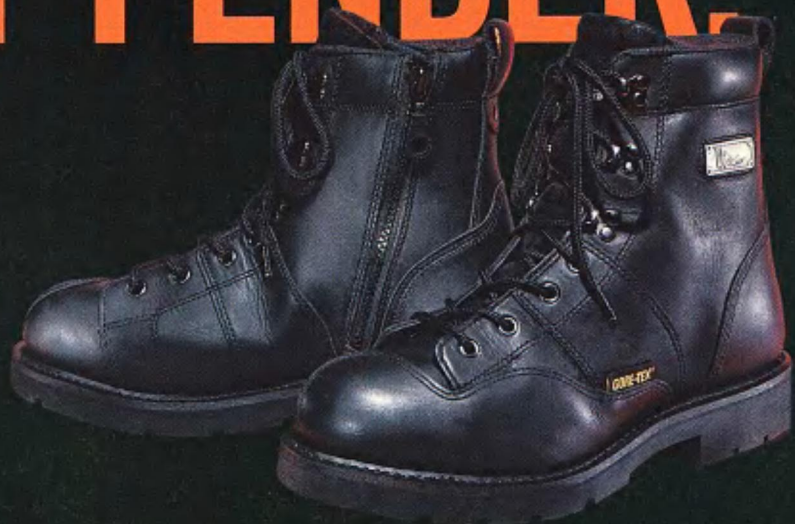


Ness-Tech 4.5-inch Speeding Bullet Spotlights

Long, lean and mean, baby! These billet-chromed beauties are the ultimate statement for your Ness-Tech light bar. This stretched design is approximately 4 inches longer than the factory units and is available smooth or grooved. Spotlights are sold each and do not include a sealed beam. When using windshields or fairings, order a spotlight extension bracket for additional clearance.

Contact Arlen Ness to get their latest catalog at (510) 276-3303, or go to www.arlenness.com

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National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6, 12		17, 21	c	c		25	r	r-28		✓
Colorado		a, 12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a, 4, 12	14	17, 22	c	c			r	r-28		✓
Delaware	1, 2, 5, 9	a, 4, 12, 13	r	17	c	c			r	r		✓
Florida	32	a, 6, 12, 13	r	r, 17	c	c			r			✓
Georgia	r	a, 12, 13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a, 12	14		c	c	24		r	r		✓
Idaho	4	a, 6		17	c	c						✓
Illinois		a, 4, 12, 13	14	r, 17	c	c			r			✓
Indiana	4, 9	a, 12	4	17, 18	c	c						✓
Iowa		a, 4, 12		17, 20	c	c			r			✓
Kansas	4	a, 12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a, 12	r		c	c			r	29		✓
Louisiana	4, 31	a, 12	14	17	c	c			r (left)	r		✓
Maine	7	a, 12, 13		r	c	c			r	r		✓
Maryland	r, 1	a, 4, 12, 13	14		c	c		25	r	30		✓
Massachusetts	r	a, 12	14	17	c	c		p	r	r		✓
Michigan	r	a, 4, 12	14, 16	17	c	c			r	r-28		✓
Minnesota	4, 9	a, 4, 12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a, 12		17						r		✓
Montana	4	a, 12		r, 17	c	c			r			✓
Nebraska	r	a, 12, 13		17	c	c						✓
Nevada	r	a, 12	14	17	c	c			r			✓
New Hampshire	4	a, 12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a, 4, 12, 13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a, 10		17	c	c			r			✓
Ohio	3, 4	a, 4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c			r	r		✓
Oregon	r	a, 12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a, 12, 13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a, 11, 12, 13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a, 12, 13	14	17	c	c			r			✓
Tennessee	r	a, 12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c	c			r	r		✓
Utah	4	a, 12		17	c	c			r	r		✓
Vermont	r, 1	a, 12	14	17	c	c			r	r		✓
Virginia	r	a, 12	14	17	c	c			r	r	p	✓
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a, 12, 13	r	r	c	c			r	r		✓
Wisconsin	4, 9	a, 4, 12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

- ✓ In effect on designated rural interstate highways
- r Required by law
- a Available for all eligible applicants
- p Prohibited to use or possess
- c Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

- for successful completion of rider education
- 14 Required by law unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles

- manufactured after 1/1/75
- 20 Required for vehicles manufactured after 4/1/77
- 21 Required for vehicles mfg'd during or after 1978
- 22 Required for vehicles mfg'd during or after 1980
- 23 Prohibits passengers under age 5
- 24 Prohibits passengers under age 7
- 25 Single earphone only
- 26 To be used for communication purposes only

- 27 Required by inspection regulations
- 28 Random
- 29 Annual emissions, some areas
- 30 Upon title transfer
- 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
- 32 Not required over 21 with a minimum of \$10,000 in medical insurance.



"Ha! No way, man! I had her wide open—I hadda be going twice that fast!"

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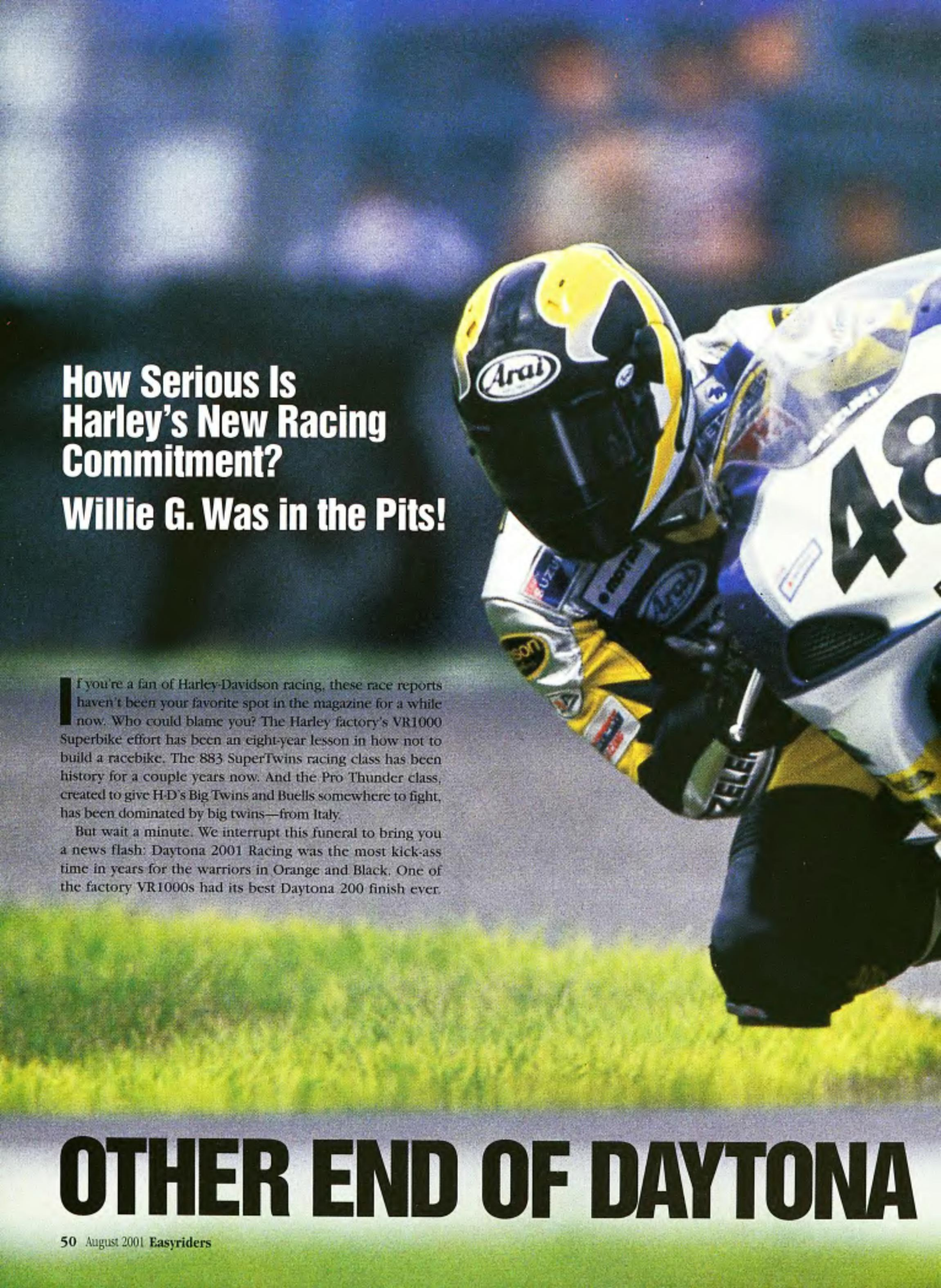
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Drag Spec./Samson dealer.

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TAP THE POWER. CHOOSE CHALLENGER.



How Serious Is Harley's New Racing Commitment?

Willie G. Was in the Pits!

If you're a fan of Harley-Davidson racing, these race reports haven't been your favorite spot in the magazine for a while now. Who could blame you? The Harley factory's VR1000 Superbike effort has been an eight-year lesson in how not to build a racebike. The 883 SuperTwins racing class has been history for a couple years now. And the Pro Thunder class, created to give H-D's Big Twins and Buells somewhere to fight, has been dominated by big twins—from Italy.

But wait a minute. We interrupt this funeral to bring you a news flash: Daytona 2001 Racing was the most kick-ass time in years for the warriors in Orange and Black. One of the factory VR1000s had its best Daytona 200 finish ever.

OTHER END OF DAYTONA



BIKE WEEK RACING 2001



And Buells stood in two of the top three positions in Pro Thunder's Victory Lane.

So what changed? Just about everything. And it all started at the top. The very top. They say the word came down from on high in Mount Milwaukee that enough was enough. The result was a new factory race team headed by a new guy named John Baker. Press reports were now talking about the Harley-Davidson VR1000 racing effort "being positioned for success," about the team coming in-house as part of the engineering department. The words were all nice and neat and professional. But you could just about see the gritted teeth and iron jaws that wrote them.

And the proof that the new racing "commitment" came from pride and not the PR department? Willie G. himself was in Harley-Davidson's Daytona Superbike pit! You need a minute to read that again? Willie G. was at the racetrack, big as life, for the first time anyone could remember. And he wore the expression of a man who wanted to be there, not one who'd made a wrong turn on his way to Main Street. You damn near expected him to grab a wrench, hop the pit wall, and dive into the guts of the racebike with the rest of the crew.

There was more that was new. Pascal Picotte, the incredibly talented French Canadian factory-team racer, had a new teammate named Mike Smith. A proven veteran and no stranger to the VR, Smith had impressed the Harley brass back in '99 when he subbed for the injured Thomas Wilson. This no doubt helped him land the second factory Superbike seat vacated when Scott Russell defected to Ducati this year. (Ironically, Smith is Russell's brother-in-law, and both hail from Georgia. Small world, eh?)

Turns out there's fresh blacktop right next to the beaten path.

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Over in the Pro Thunder pits, the Buells were picking up the renewed Harley passion. When the smoke cleared on the qualifying sessions that determine who'll be in what spot on what row for the race start, Buells held three of the four front-row spots. Two of them from the same Tilley's H-D/Buell team. And Mike Cicotto and his fire-breathing Hal's Performance Advantage H-D/Buell-sponsored Buell sat on the pole position.

Now in years past, this would be the spot where we'd start making excuses for why things didn't end the way they began. Our heroes' bikes would start coming unglued one by one. Competitors would find extra horsepower they'd misplaced. But like we said, this Daytona was different. This Daytona, the newfound fever didn't just show up on heart monitors, it showed up in the results.

Like we said, Harley-Davidson VR1000 Superbike racing had its best ever finish in the big-daddy race, the Daytona 200 by Arai. Even with its official "rebuilding season" status, the team ran both its VR1000s in the top 10 for most of the grueling 57 laps until Pascal Picotte's motor let go late in the race while he was running in sixth, just ahead of teammate Smith. Smith brought his VR home in seventh, for the record finish.

Smith passed his gut-check, too. He suffered such severe muscle cramping in his hip during the race that he had to be helped from his racebike at the end, and required treatment at the infield medical center. But he still brought his bike home ahead of 52 other racers. Welcome to Harley-Davidson, Mr. Smith.

Over in Pro Thunder, current champion Jeff Nash ultimately won one of the week's most exciting races—helped hugely by a red-flag restart that let him catch the runaway Buells—just nipping Cicotto at the line by 0.196 seconds. But the Buells led most of the race, with Cicotto, Tripp Nobles and Dave Estok—on the two Tilley's-sponsored Buells—all taking turns. Estok finished third. In a tragic turn, racer Dirk Piz from Colorado lost his life in the race: his first ever AMA professional race—after a crash in the chicane on the fourth lap.

So there you have it. Now let me ask you something: I hear that Main Street's become clogged with trailers, bikes in need of bikers, starched designer leather, and wash-off tats. While up at the fast end of town, Harley fever threatens to turn into an epidemic. Which one of these sounds like the kind of place you belong? Seems like Willie G's made his decision. See ya in the pits.

—Ricky Racer

Photos: Rick Menapace

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A woman with long, wavy reddish-brown hair is posing with a purple motorcycle. She is leaning over the front of the bike, with her hands resting on the fuel tank and handlebars. She is wearing a black bikini bottom and black high-heeled sandals. The motorcycle is a cruiser style with a purple paint job and chrome accents. The fuel tank features a logo with a camel and the word 'CAMEL'. The background is plain white.

ROCKIN' THE CASBAH **SIMMS Camel**

Centuries of service have proven the noble camel as the desert beast of burden. The strongest and fastest of their breed are reserved for racing or service to kings and are fitted with the very finest handmade accessories, to let anyone catching a glimpse of them know immediately that this is the best in the stable. Always able to carry massive loads of royal cargo, these incredible creatures are seemingly born to go the distance.



For the past five years, RJ Reynolds has contracted Ron Simms to build a "Camel bike" to showcase his talents along with the most prestigious bike builders in the country as part of the Camel Roadhouse Tour. For 2001, Ron brought out all of the goodies and managed to roll out a project that feeds the speed freak within, while screaming "whoa" from every angle.

Ron stays in touch with all of the master builders on this project. Other talented builders this year include Jim Nasi, Eddie Trotta, and Jesse James. Knowing what they had in mind for their offerings to RJR, Ron found the task of coming up with a completely different design from the last four years to be the biggest challenge. This year, he would pull together a concept that was unique and do it in the famous Simms style. He works with the very best of the best to produce proprietary parts of impeccable quality in a timely manner. Baker, Belt Drives Limited, EMC, Paughco, Performance Machine, Perse, and Thunderheader all got Ron his high-quality, personally specified parts so quickly that he had the bike 95% finished two months early. Even Horst, his painter, had the guns cleaned and put away with time to spare—but those who work with Ron know how he can be difficult to please. Ron was not a happy camper just yet.

The entire front-end treatment had to be worked out and that massive look required a total hands-on approach. Experience teaches us that this can be time intensive and Ron knows how a project bike can sometimes hit dead ends and take longer than anticipated. That's why he built an entire back-up bike for RJR, just in case the original Camel ran into trouble.

That Thug motor is a 150-horsepower streetfighter by itself, but coupled to an EMC supercharger it becomes SuperThug, churning out over 200 crank-twisting ponies. SuperThug requires a Spyke starter to get it turning and a race proven BDL clutch to keep all of that serious double-humpin' pumping.

Riding Ron's Camel bike is quite an experience. It is so powerful that the tire spins in second or third gear with a mere throttle twist. There's no need to really break it loose because one ride on this mutha will leave yer chasms in spasms. Get out to the Camel Roadhouse Tour and check this bad boy out for yourself. The Simms Camel will be rockin' the roadhouse in Sturgis, so don't miss it!

—Jeff Moore







When Jerry complained to his psychiatrist that his ol' lady hadn't been giving him any for the past seven months, the shrink promised to speak with her privately and try to find out what the problem was.

The next week, Jerry's ol' lady came in for her appointment. When the psychiatrist inquired why she hadn't been tangling the sheets with her ol' man lately, she let out a weary sigh and explained, "It's like this, doctor. Our family car broke down seven months ago, see, and since then I've had to take a cab to work every morning. But I never have any money, so the cab driver always asks me, 'So, are you going to pay today, or what?' and because I'm broke, I have to take the 'or what.'"

"By the time I get to work," she continued, "I'm late, and my boss will ask me, 'So, are we going to add this to your personnel file, or what?' so of course I take the 'or what.'"

"To get back home after work, I have to get another cab, and since I still don't have any money, the cabbie will ask me again, 'So, are you going to pay this time, or what?' and naturally I take another 'or what.'"

"So you see, doctor, when I get home, I'm all tired out, and I don't want it anymore," Jerry's ol' lady concluded.

The shrink pondered her explanation for several minutes and then asked, "So, are we going to tell your husband about this, or what?"

*Terry
Dayton, Ohio*

A wealthy Iraqi oil magnate was outraged at being detained by Customs upon his arrival at John F. Kennedy International Airport. "Your New York City is the asshole of the world!" he screamed at the Customs official.

"Whatever you say, sir," replied the inspector with a straight face. "And I assume that means you're just passing through?"

*Brock
Orangevale, Calif.*

Top Ten Things Men Know About Women:

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
10. They have tits.

*Joel Porter
The World Weirdest Web*

Motorhead returns from Sturgis with a severe case of sunburn, so he promptly goes to see his doctor. After the examination, the doctor prescribes calamine lotion and a case of Viagra.

Looking a little confused, Motorhead asks, "I can understand you prescribing the calamine, but why the Viagra?"

The doc says, "The Viagra is to keep your bed sheets off you at night."

*Rocky
Stoned*

A man and a woman met while on a singles cruise and quickly fell head-over-heels in love with each other. As their trip was drawing to an end, they both decided to open up completely.

"It's only fair to warn you, my sweetheart," the guy admitted, "that I'm a total golf nut—I live, eat, sleep, and breathe golf."

"That's okay, darling," she assured him. Then, summoning her courage, she continued nervously, "But I owe it to you to be just as honest. The fact is, I'm a hooker."

The poor man looked both shocked and crestfallen for several seconds. "Are you keeping your wrists straight?" he asked.

*Doc Tillis
Lone Mesquite Ranch*

The blonde, hauling ass down the center of the highway at 100 miles per hour, was pulled over by a state trooper. "License and registration, please," said the county mountie.

"Oh, it's okay, officer," chirped the blonde, smiling. "I have a special license that allows me to go that fast."

"Impossible, miss," the trooper replied. "There's no such license."

The blonde reached confidently into her purse and handed him her license. The cop took one look and said, "Just as I thought. Lady, this is simply an ordinary driver's license... I see nothing here that would allow you special consideration."

She pointed to the bottom of the license and said, "Can you see this? It says right here: 'Tear Along The Dotted Line.'"

*Wim Schweer
Mississauga, Ontario*

A chick with a Chihuahua on a leash drops in at a biker bar and sits down next to a very, very drunk biker. The plastered dude suddenly turns deathly pale, starts heaving like a bastard, and finally loses it, blowing chunks all over the scrawny little mutt.

When it's over, the woozy bro peers down and sees the tiny dog frantically slopping around in his pool of steaming puke. He turns wide-eyed to the road dog sitting next to him and slurs, "Jeez, man, I don't even remember eating that sonuvabitch!"

*Mueller
Somewhere, USA*

For our 20th anniversary," confided Ringo to his partner, "I'm taking my ol' lady to Paris."

"Sounds cool, but that'll be a tough act to follow later on down the road," cautioned his buddy. "What're you planning to do for your 25th anniversary?"

"I'm gonna go back and get her," said Ringo.

*Maelene Grenat
Indy*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdabell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do better? Prove it. Send us your best stuff. We'll pay \$40 in hard American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer snailers to: Jokes, c/o Easysiders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner:.....RJ Reynolds

General

Design:.....Ron Simms
Fabrication: ..Bay Area Custom Cycles
Year/make: 2001 Simms
Model:.....Camel custom
Assembly:.....BACC
Chroming:.....Santa Rosa Plating/
Valley Plating

Engine

Year/make: 2001 Simms
Model:.....Thug
Rebuilder: Simms
Ignition: Dyna
Displacement: 131 cubic inches
Lower end: JIMS/Simms
Pistons: J&E
Cases: STD/Simms
Cam: Simms
Induction/carb: EMC supercharger/
S&S Super E
Pipes: Thunderheader

Transmission

Year/make: 2001 Baker
Shifting: 6-speed

Paint

Molding:.....Horst
Painter: Horst
Color:.....candy purple
Special graphics: purple Casbah
tribal graphics

Frame

Year/type: 2001 Simms 240
Builder: Paughco/Simms
Rake: 37 degrees
Stretch: 2 inches
Modifications: 240 tire

Accessories

Bars: Flanders
Risers: Simms
Handlebar controls: Performance
Machine/Simms
Fenders: BACC
Headlight: BACC
Taillight: BACC
Speedo: BACC
Footpegs: BACC
Foot controls: Performance Machine
Electrics: BACC
Gas tank: Simms
Oil tank: Paughco/Simms
Primary drive: Belt Drives Limited
Seat: Corbin
Mirrors/Grips: BACC

Forks

Type: Wide-Glide
Builder: Perse

Wheels

Front

Size: 18 inches
Type: Performance Machine
Style: Player
Rim width: 3 inches
Tire: Metzeler 120
Brake: Simms/PM 6-piston race caliper

Rear

Size: 18 inches
Type: Performance Machine
Style: Player
Rim width: 8.5 inches
Tire: Metzeler 240
Brake: Simms/Performance Machine
6-piston race caliper

Photography: Mark Langello





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E-220 \$23.95



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E-105 \$15.95



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Dual Disc: Replaces '80/'83 FXWG but will fit any BT
'49Eup using stock '77/'83 dual disc caliper
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Polished lower legs-E-110 \$488.95
Chrome lower legs-E-111 \$597.95
Stock FXWG '80/'83
Polished lower legs-E-112 \$488.95
Chrome lower legs-E-113 \$597.95
2" over Stock FXWG '80/'83
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At age 12, Rey Sotelo remembers seeing the movie previews for *Easy Rider* and like every other red-blooded American kid that had a passion for motorcycles he just had to see it, eventually dragging his father along to see the classic biker film. "After that I was hooked," says Rey. Living at the time in San Jose, he recalls a couple of the neighbors riding Harleys who just happened to be members of a famous motorcycle club with the initials H.A. "We all grew up together in a tight little community back in the late 1960s. Because of this exposure, as soon as I was 16, I went out and bought a '53 panhead. I was going into my senior year, so I rode it to high school, which really thrilled the teachers and the counselors. After working my way through school and trying to get my business degree, I spent a couple of years at Intel, at that time a new company, but figured out that working in an office environment was not really something I wanted to do. I moved to a tiny little town outside San Jose called Morgan Hill, and the next thing you know I was working on motorcycles for people out of my garage. Three years later I rented a little shop in Gilroy, and I've been here ever since. We're going on 24 years being in the motorcycle business, counting 15 or so years of retail sales, which led into mass-producing bikes after starting up the California Motorcycle Company. Then Indian, which was being resurrected, found me, eventually hired me to build them the prototype Indian. Next thing I know Indian made me an offer I couldn't refuse, they bought my company, and here we are today, three years down the road and building Indian Motorcycles."

Now with some grasp of the man behind the rebirth of the classic Indian marque, *Easyriders* came up with what we hoped were pertinent questions, and Rey, founder and chief of Indian Motorcycles, responded to them in his usual up-front and highly focused fashion.

ER: Currently, Indians are powered by S&S engines, but what's the status on your own proprietary engine, an all Indian engine?

Rey: It's a pretty well-known fact that Indian is aggressively working on that powerplant. Originally I was working on the project with CMC, but we just didn't have the money to fund a million-dollar investment. I think that was one of the reasons that attracted Indian to buy my company, seeing that we had a lot of things started but were just under-capitalized.



An Interview with the Chief: Rey Sotelo of the Indian Motorcycle Company

Now that funding is available, and we're able to move forward. We've got running prototypes of the new engines and are in the process of conducting validation testing. If all goes well, we may have something to show the public by the end of this year. But we're definitely not going to make any mistakes by releasing this thing prematurely.

ER: Along with work on the new engine, what's happening with the new frame to go with it?

Rey: We have three chassis designs under development with two prototypes completed and their validation testing finishing up as we speak. We've also petitioned for a patent for the rear linkage suspension and have also designed a completely new proprietary front suspension. All of our business plans call for a 2002 release of those new designs.

ER: Do you have plans to co-celebrate the 100th anniversary of Indian?

Rey: Well, we are Indian so we are celebrating it. We'll clear the air here.

There's a lot of people out there calling themselves Indian, but we're Indian. We have the famous and well-known marques and own all the proprietary design patents that Indian ever had. We bought the whole ball of wax. There's still the pre-'53 following that call themselves Indian, which is okay. I mean it was great, because it was what kept the brand alive. Now we've got Kiwi trying to spearhead their ride from L.A. to Springfield, and we wanted to commemorate Indian's existence by leaving from Springfield and coming to Gilroy. That's an official Indian corporate-sponsored event, and will be both great fun for all who participate and an historic milestone as well.

ER: What have been, and have you reached, your production goals?

Rey: The first year we went pretty aggressively. We finished 1,100 of the Chief model in 1999. In 2000, we finished 5,200 units, then for the next three to four years we cut it back to about a 20% growth rate. We'll do approximately 5,500 this year, and about 8,800 next year, then 10,000 bikes the following year.

ER: How many models do you see in your line-up?

Rey: Right now we've got both the Chief and Scout in production and available. We're also in the process of releasing the new Spirit model, which is a model that lies in between the Chief and Scout. In the next three years we plan to have two segmented platforms, one targeted for what you might call the more vertically challenged riders based on a smaller platform motorcycle. We also project various models based on the larger Chief platform, probably seeing six to eight different models in the Indian line-up.

ER: As far as retail outlets offering Indian motorcycles, how is the dealer network shaping up?

Rey: We have 225 dealers as of today. We're making a lot of headway and signing up a lot of top-notch players. We had our best month ever last January, which was saying a lot since it was the middle of off-season. We actually turned a profit that month so that was great and the investors were happy. Right now everything is sold domestically, but we're trying to go international by the end of 2002. We're working on developing an EC compliant motorcycle with TUV approval and

thereby enter the German market and let it filter down from there. It's definitely a challenge because of the various rules and regulations formulated by the various countries, and what we don't want to do is build two different motorcycles rather one that's EC compliant and can be distributed worldwide.

ER: What's your take on the so-called "motorcycle bubble" bursting?

Rey: I've been hearing that ever since I've been in the motorcycle business. I went through the recessions of the late '70s and mid-'80s and through the Harley transitions and it's almost going out of business. Everybody kept saying the same thing: 'This thing's going to end, this thing's going to end.' I see it as a transition of population. After experiencing the '50s, '60s, '70s, the era when I lived, an avid rider and enthralled with all the lifestyle, I can see how that's evolved, changed. I think middle America has taken over because they saw that it was something they always wanted, and now I'm seeing a lot of middle-aged guys buying bikes for the very first time and loving it, wishing they'd done it 30 years ago. I don't think the bubble's going to burst. I think it's going to continue to grow. Hey, 20 years ago if you saw a doctor or executive riding a Harley, people were amazed, shocked; today that's commonplace. Now those guys want a piece of that freedom machine, and Indian has provided a real suitable alternative for that concept.

ER: Along with Indian motorcycles, what about the collateral products that add to the experience? Like Indian gear and such.

Rey: We're going about 100 times better than we projected. At first we thought we'd go slow and ease into that market, but the first thing you know it just exploded on us, and we're shipping a million dollars a month worth of apparel. We had to go out and get a 30,000-square-foot facility just to try to build this business. We're doing the same with parts and accessories, part of building a strong infrastructure. This year has been a good turning point for us; we've got a good solid base. We've started producing parts and accessories and have a catalog for our dealers to order from.

ER: Ducati sold a whole production of motorcycles in one week using the Web. Has Indian gotten into the Internet?

Rey: The Internet is just awesome. We've got this enterprise system set up with Oracle, and are trying to get every one of our dealers online. These guys can actually order motorcycles online; they've got their own I.D. to get into our dealer's owner Web site to check out the latest news, place orders, order service and warranty parts, check their credit status, all that stuff. It's huge, and is only going to get better.

ER: What's Indian's promotion and market plan?

Rey: Our mission last year was to build the brand and get recognition. Our mission this year is to get the respect of the rider out there, a factor that makes Indian a credible company. We've been typified as a clone manufacturer because Indian bought CMC which was seen typically as a knockoff trying to give an alternative to Harley-Davidson. Basically, all we did was specialize on being different, trick paint jobs, chrome accessories. Everything that Harley wasn't doing was what we were trying to do. There was a huge market out there, and I still think there is. With Indian we've taken the approach that we are building production motorcycles and want them to be different; we want them to have their own identity, and we think we are achieving that. The difficult task is having no start-up time. Part of it is how we got into the business of owning this name. Typically you lay groundwork for a startup. We didn't have any. I was building CMC's on a Monday, on Friday I shut down CMC, and the next Monday I was building Indians. We were using typically a softail-style frame and an S&S motor that a lot of others were using. We knew we had work cut out for us and a short period of time to accomplish the development of our own proprietary engine and chassis. I think we're very close. This year it's the 100th anniversary for the brand and a turning point for us. The motorcycles we have now are a good product, a quality product and have value. The proprietary motorcycles will allow us to evolve into being a real company and we're getting so much support nationally. At first there were a lot of naysayers because of all the dark clouds surrounding Indian, the various false starts to revive, the fraud and the people going to jail. That lasted for a few years, and then after we started putting Indians on the road, we turned things around. We constantly

get what you'd call fan mail, people who have faith that we can accomplish this. Bottom line is no other manufacturer has been able to go from zero to 5,000 units in 18 months and we did it.

ER: How has the town of Gilroy, "the Garlic Capital of the World", with a population of 45,000, handled the growth of the Indian Motorcycle Company?

Rey: I started CMC with seven employees. Indian bought us out at about 61 employees, and we jumped to about 700. We've definitely made an impact on the area. We've got a total of about 10 acres and about 350,000 square feet of building space. We've always supported the community since I started CMC, and Gilroy totally opened their arms to facilitate the development of Indian. We hired a lot of local home-grown people, and the community has been very supportive. It's been outrageous. In fact, we're going to have a centennial party on July 4th, and they're shutting down the whole city for us to have it.

ER: We hear your company functions more like a family than a corporation. Does that mean no ties?

Rey: A lot of us go back many years and our friendships and loyalties run deep. We try to instill that family atmosphere, and if you come up here to Gilroy, you'll see none of the executives in suits. We tried to take corporate America out of the company. All but one of our people has a motorcycle background. It wasn't a prerequisite, but we thought it was important. We're building an American product, an American motorcycle, and I thought that the people closest to it should be close to motorcycling. That philosophy has worked out and paid off.

With those closing words, Rey Sotelo was clicking into the next challenge of the day. After all, he has a motorcycle company to run. And yes, *Easyriders* will be there for Indian's centennial festivities. Who knows what surprises you'll find there. And if you want more details about the new models you can reach Indian Motorcycles at (800) 445-1759 or their Web site at: Indianmotorcycle.com. You'll also find Indians on display at Laconia, Sturgis, Biketoberfest and the Love Ride.

—Paul Garson

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—Matti Phipps, Texas



Don't look now, but this hottie's hooters just fell out.

—Stoneman, Little Sturgis, Ky.



What "No Parking" sign?

—F. James Roytek, III, Boston, Mass.



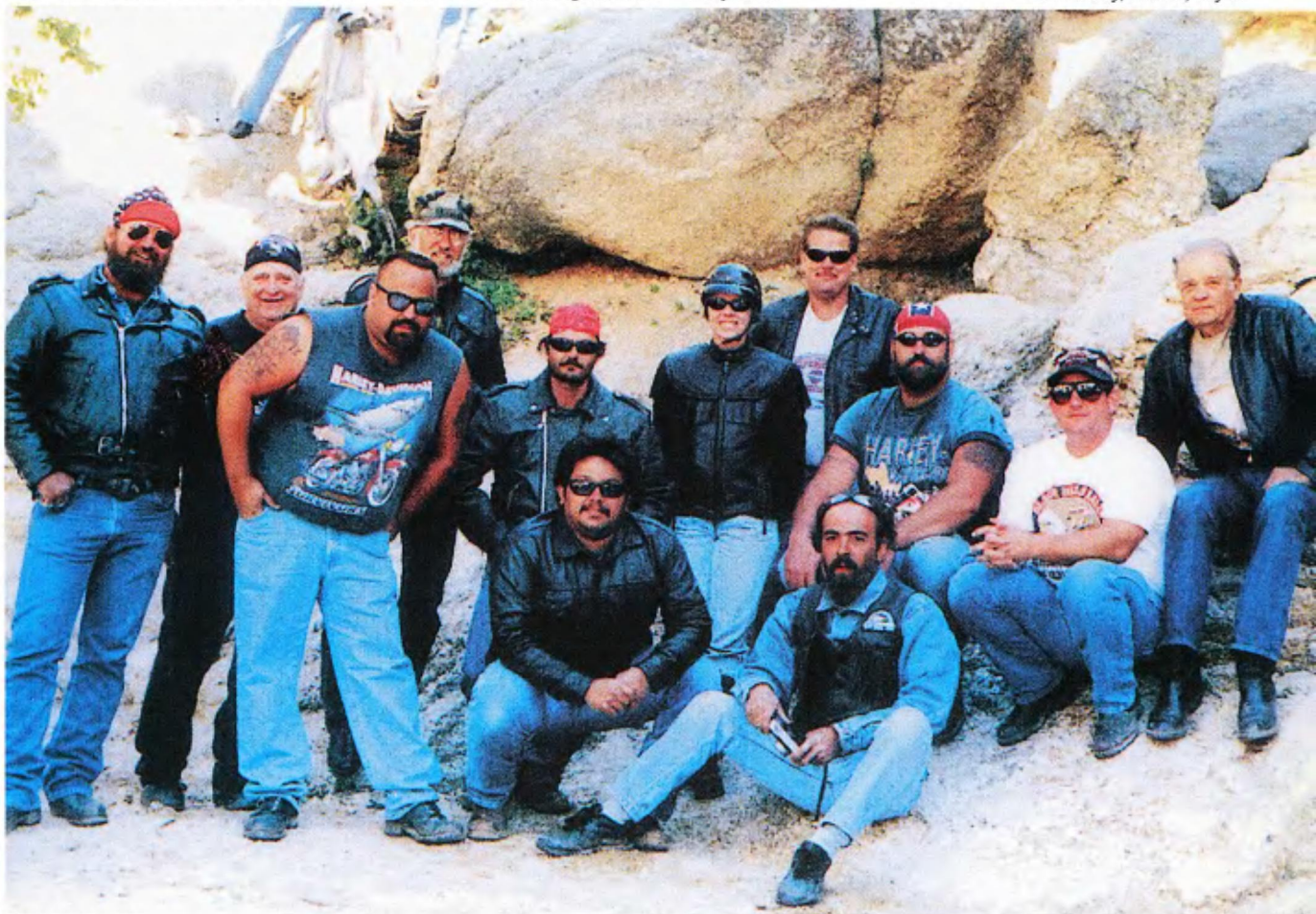
Rose Bonanza, an honest woman, now.

—Mike DiMartino, Burgaw, N.C.



Holy cow!

—Ed Irizarry, Hulett, Wyo.



Got the blues?

—Donna Cowart, Surfside, Texas. Photo: "Ape Hanger," Sturgis 2000.



Ahh, Daytona. Where life's a beach.

—Michael Lichter, Daytona Bike Week 2000



"Bad boys, bad boys, whatcha gonna do...?" Full throttle through the Badlands of New Mexico.

—Leroy Pino, Albuquerque, N.M.



Draw! —Hector Grimaldo, Sturgis 2000



Upsy, Daisy! —Al, Dana, and Tom, from Thirsty Thursday's, Nashua, N.H., at Sturgis 2000.



"Both babes require tender loving care."

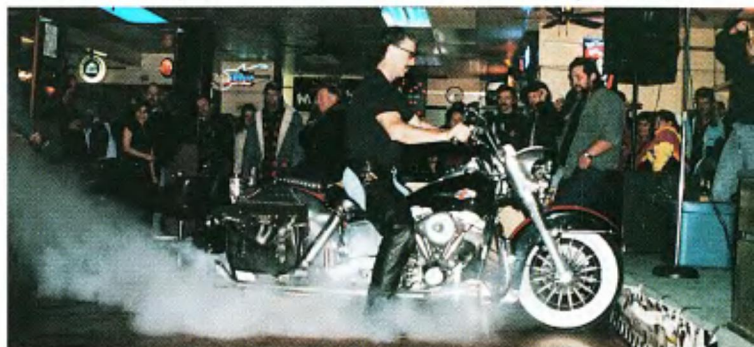
—1st. Lt. James Bechtel, Kaihwa, Hawaii



It gets him dates. —Ken "Spiderman" Trombley, Fort Wayne, Ind.



Four-headed transplant. —Chris DeLux, Boot Hill Saloon, Daytona, Fla.

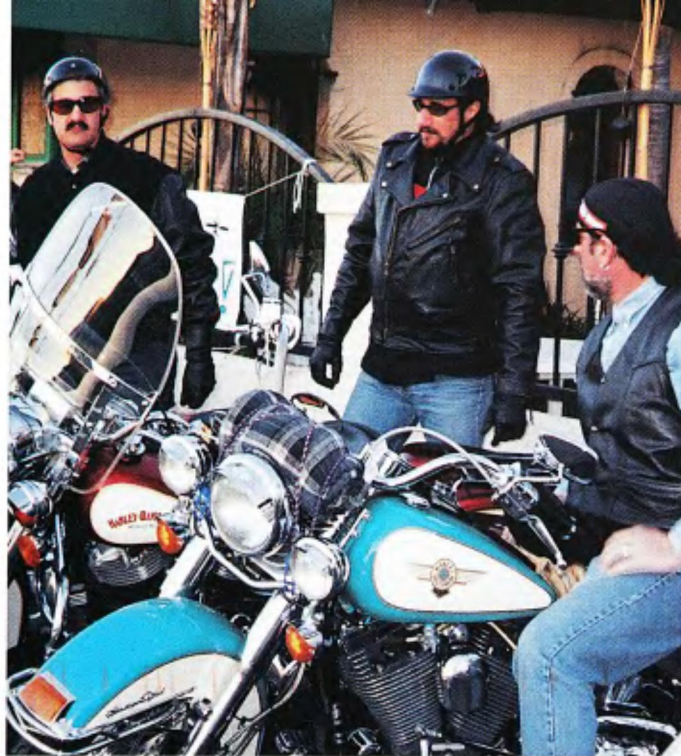


Burnout boogie! —Lloyd Thomas, Vancouver, British Columbia



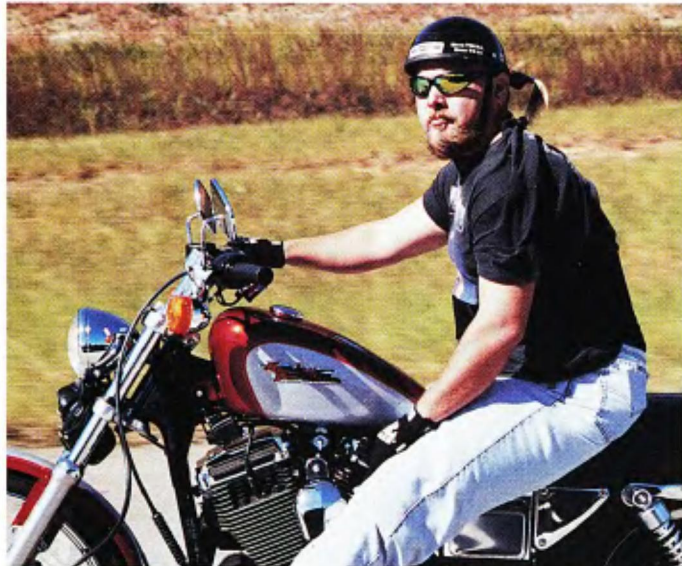
The latest dream bike from Ron Finch?

—Rob Willard, Highland, Mich.



Tres Amigos.

—John Morgan, Hesperia, Calif.



Tony's goin' on reserve.

—Judy Brown, Salisbury, N.C.



Allied invasion.

—Lloyd Thomas, Mission, British Columbia



Titillating!

—Scags, Ride For Sight, Collingwood, Ontario



Debbie loved the lifestyle. R.I.P. —Carl Anderson, Alexandria, Ky.



Ink slingin' Texans.

—Alex Hernandez of Michael T. and Skinny, Hurst, Texas



—Steve Allen, St. Joseph, Mo.



Red Mountain Pass, Colorado, 11,008-feet, summer 2000. —Briggzy, Westminster, Colo.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, 6 x 7, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay \$100 for every full-page color photo,

\$50 for half-page color photos, \$40 for color photos printed smaller than half-page and \$30 for each black-and-white picture printed.) Please label all the photographs you send with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). Mail to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. WE NOW ACCEPT DIGITAL PHOTOGRAPHY!

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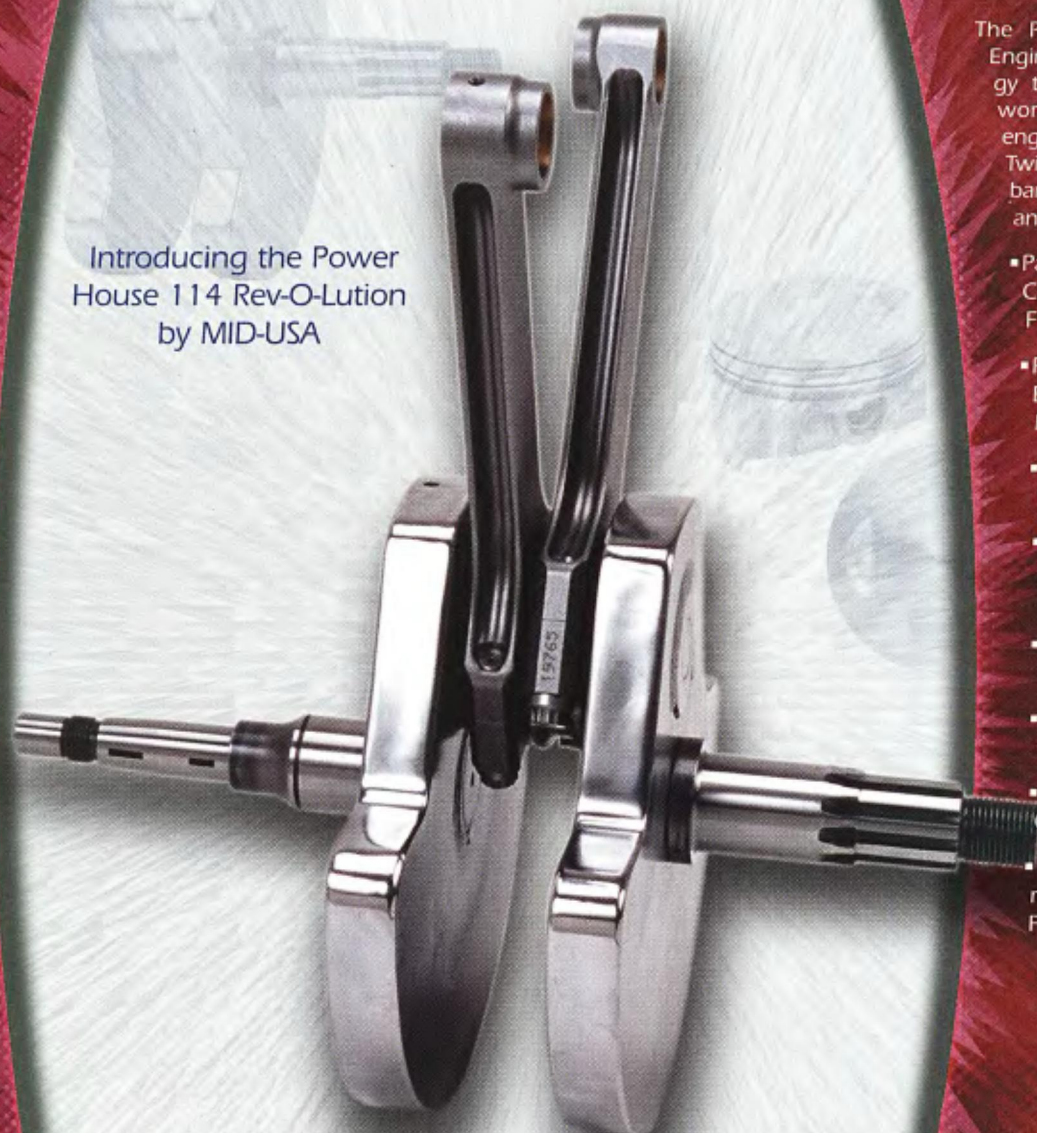
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JACKSHAFT 53.48 up

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M-6 CHAIN TENSIONER</



Seattle's Downtown Harley-Davidson builds customs. Wild ones. You can check out one of their latest in the May 2001 issue of *Easyriders* (No. 335).

A Pair Of Custom Pros PRO-duction, that is.

**Take a look at
two bolt-on
beauties from DH-D.**



It's the one called "Strong Coffee." Stretched, slammed, molded, filled with gobs of horsepower, the bike is a textbook example of a frame-up build on the edge.

The guys at Downtown Harley bring out a few of these creations for the International Bike Show that rolls through Seattle each year, sort of showing off what's possible from the metal wizards back in the shop. Well, last year they went a different route, this time showing off what's possible from the dealership side of the business, and they did it by adding pizzazz to a couple of the most popular 2001 production bikes, a Road Glide and a Fat Boy. The work was strictly bolt-on, using parts from various catalogs, Harley's and the aftermarket's.

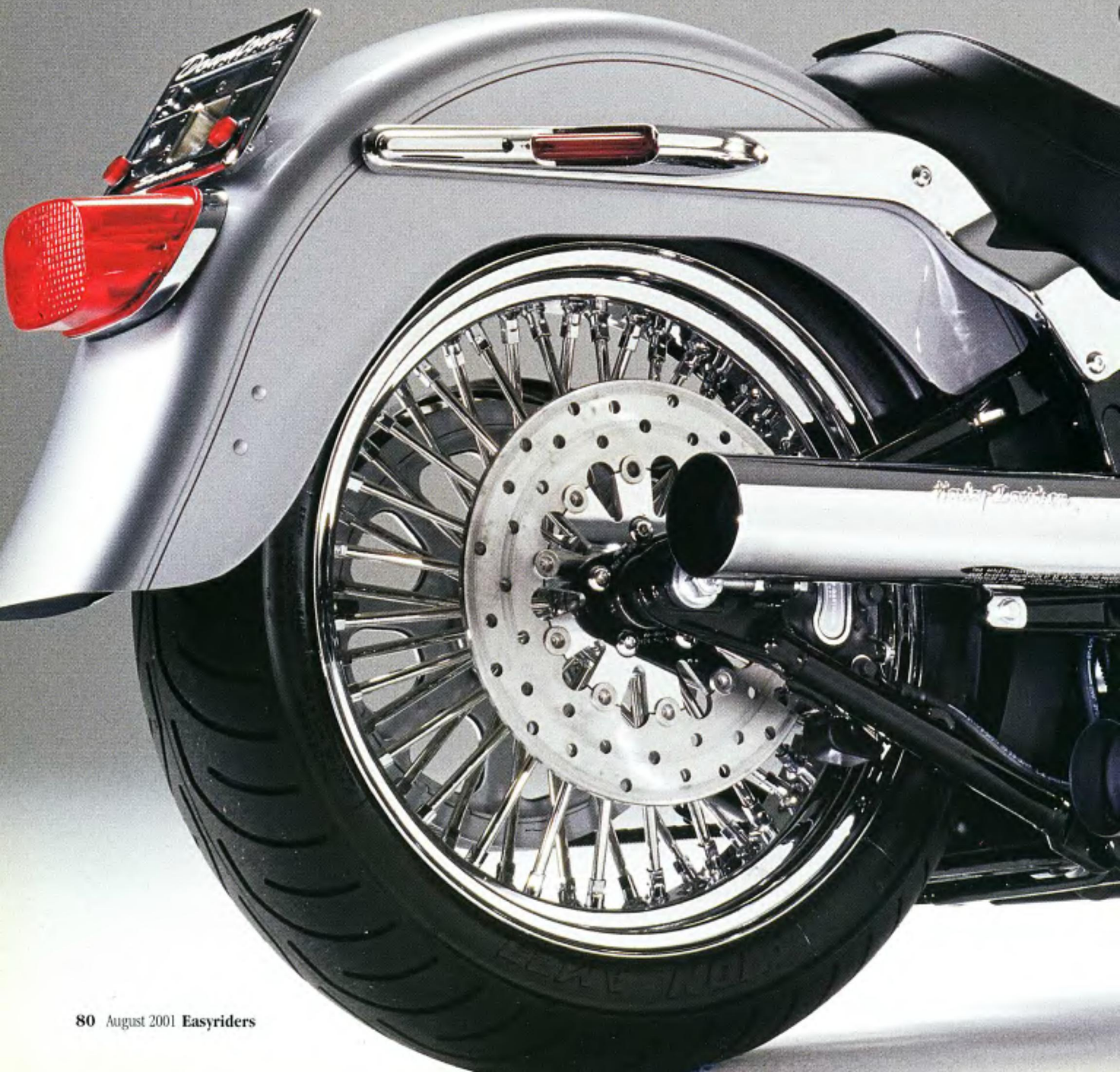
"We wanted to show what we can do with a stock bike," explains Downtown's Brian Mitchell. What they did is turn a pair of stockers into a head-turning duo, a pair of mildly customized Harleys any rider would be proud to throw a leg over. More to the point, Downtown's approach turned the bikes into a pair of customs any rider *could* throw a leg over.

"Actually," Brian goes on to say, "we do this sort of thing all the time, putting just the right amount of custom on a production machine before it even hits the showroom floor." It makes sense. Nobody comes into a Harley store wanting a stock bike. But a popular model from the Motor Company, one already set up with the good stuff, the stuff savvy guys would do

themselves over time? Does anybody come in wanting that, all done and ready to go? "Well, the Fat Boy was sold the day it was finished, even before we could get it to the show," Brian says, and the Road Glide followed right behind. Lowered for a sneaky stance, both bikes had the wheels and tires, the extra chrome, the right look. Better yet, the customizing could be rolled right into the financing, the factory warranty stayed intact, and the payments would only be a couple bucks more than a stocker's.

You're darn right this makes sense. Talk about "instant gratification!"

Mechanically, DH-D left both bikes pretty much alone. Some fuel-curve recalibration and new slip-on exhausts fill





The Softail

Builder: Harley-Davidson

Custom Work: Downtown
Harley-Davidson of Seattle

Engine: fuel-curve
recalibrated, H-D Screamin'
Eagle air filter

Exhaust: Screamin' Eagle
slip-ons

Frame: White Bros. front-end
lowering kit, Arlen Ness
"Slam Kit"

Wheels

Front

Type: Roadstar straight
spoke -18 x 4.25

Rear

Type: Roadstar straight
spoke -18 x 4.25

Accessories: chrome front
end, H-D chrome headlight
kit, 1.25-in handlebars, round
billet mirrors, Corbin
Hollywood Solo seat

out that list. Cosmetically it's a different story. Both bikes lead off with chrome front ends, and on the Fat Boy there's a chrome H-D headlight housing kit to match. Both bikes were lowered of course, front and rear. A White Brothers front-end kit was used to drop the nose on both bikes, and at the rear the Softail got a Ness Slam Kit, the Road Glide a pair of H-D accessory shocks.

The Road Glide kept its good-looking stock seating, but a Corbin Hollywood Solo was added to the Softail. Both bikes got new wheels and tires, all 18-inches. On the Fat Boy they're Roadstar straight spokes, 4 1/4-inches wide; on the Road Glide it's a 12-spoke Performance Machine wheel between the forks and a

solid-chrome CCI piece out back. Both 4.25 inches wide, too. Both bikes run 130-series tires on the front and a 150 on the rear.

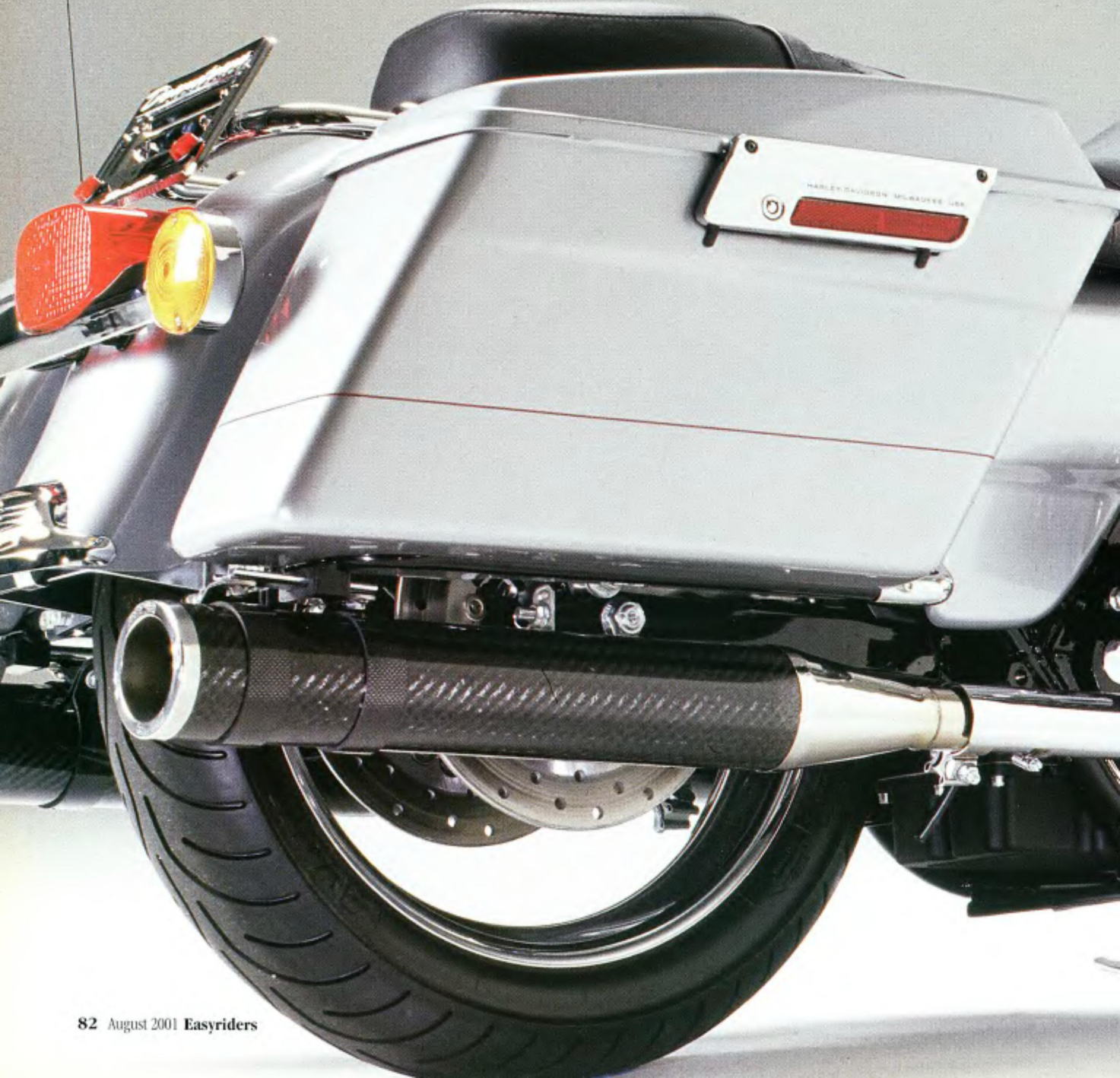
Doesn't sound like a lot does it? Look at the result. Now, there's a little more going on here of course, but less than you'd expect judged by the impact. Truth is, less than \$5,000 worth of parts and labor did the deed on each bike. It's the quality, not the quantity, making the difference. Little things—like big, beefy, 1 1/4-inch handlebars, or that color-matched painted dash and silver gauge kit on the Road Glide—pay off huge. Notice the clean tail on the Road Glide? No big trick there either, just the right parts used in the right place. DH-D deleted the stock rear fender tip and light bar,

replacing it with cleaner, classic-style parts. The factory's saddlebag bars went to the trash bin, too. Simple, no? Ditto with the Softail.

What's to be learned from all this? Customs don't have to be all that wild to be wild, and sometimes less is a whole lot more. Hit the catalogs and choose wisely. Or, give the folks at Downtown Harley a call at (206) 243-5000.

—Joe Kress

Lots of bros are getting into having a little bar bopper and also a dresser. The Road Glide is the hottest choice for a custom touring bike these days. What would a DH-D/Easyriders custom Road King look like? Stay Tuned.





The Road Glide

Builder: Harley-Davidson

Custom Work: Downtown

Harley-Davidson of Seattle

Engine: fuel-curve recalibrated,

Screamin' Eagle air filter

Exhaust: Borla slip-ons

Frame: White Bros. front-end

lowering kit

Shocks: H-D shocks

Wheels

Front

Type: Performance Machine

12-spoke - 18 x 4.25

Rear

Type: CCI chrome disc

rear - 18 x 4.25

Accessories: chrome front

end, low-profile smoke

windscreen, classic-style rear

fender tip and lights,

color-matched dash, silver

gauge kit, silver speaker kit

Meet March's Winner

There's just somethin' about a Southern woman that makes ya melt. Maybe it's the accent, or their flirtatious nature, or the simple fact they act so demure when you really know that—away from prying eyes—they're hellions who'll ride you like a Christmas pony and make you yell out their name...OK, maybe that's just me. However, your March Fox Hunt winner, Amanda, a shy girl from New Orleans, wouldn't have to look too far to find volunteers to test out my theory. This 23-year-old Southern belle, with the the demure dolphin tattoo leapin' out of her happy place, was quite excited when we called to tell her she was the winner. Until we told her she was traveling on her birthday. When she asked if she could bring her husband along, we said "What the hell? You're married?" Yeah kind of blew it for us too. Well, congrats to ya buddy, but ya might want to keep an extra eye looking over yer shoulder at all times. We agreed, after all we're not all assholes, and swept her away to that wonderful town...Indianapolis! HA! That'll show her. We teamed her up with our Midwest photo ace, Michael Farabaugh, and Jerry Burrow's 1946 knuckle barhopper. The results came back to us and are printed for your enjoyment on page 98. That ol' saying was never more true: The South will rise again. Well, I don't know about you, but *something* down south is on the rise!

—Howie Feltersnatch



Twyla—Arizona

#801

"I was 17, on the back of my soon-to-be-husband's Wide Glide in Las Vegas. The city lights never looked better."



Margarita—Florida

#802

"My first ride was on a Harley Softail. I felt so powerful I knew I had to ride solo. So I'll never miss the rush I got the first time, I have to get one...soon!"



JoJo—North Carolina

#803

"I never knew how much fun an 800-pound vibrator could be, till I strapped one on."



Stephanie—California

#804

"I was with my man on his 1988 Electra Glide. I had the wind in my hair and him between my legs."



Lexie—Oklahoma

#805

"My first ride made me realize there's nothing like spreading your legs and moving your hips for the perfect ride."



Summer—Louisiana

#806

"My first ride was right after this photo was taken. I was really excited. The wind, the vibration, the tingle...wow!"

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #337 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2001. The voting deadline for this month's crop of cuties is June 30, 2001. We'll print the winner in the October 2001 issue.



Here she is, bros, the April 2001 winner in our monthly Fox Hunt. Danielle, #402, from Boston, Massachusetts. See more of her next issue.

FOX HUNT

P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
I am _____ years of age, born _____
I will pose fully nude _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

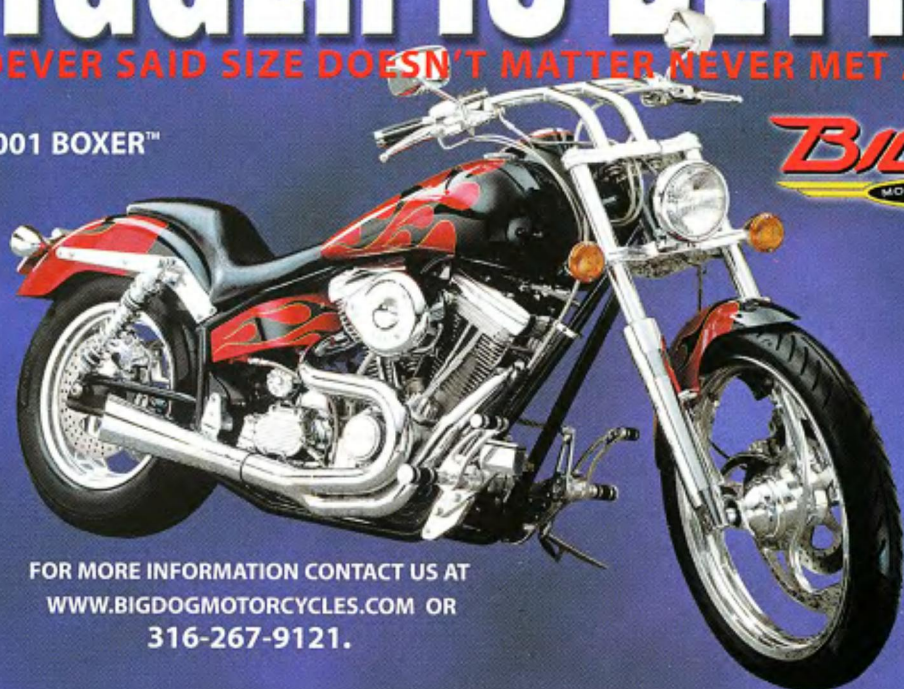
Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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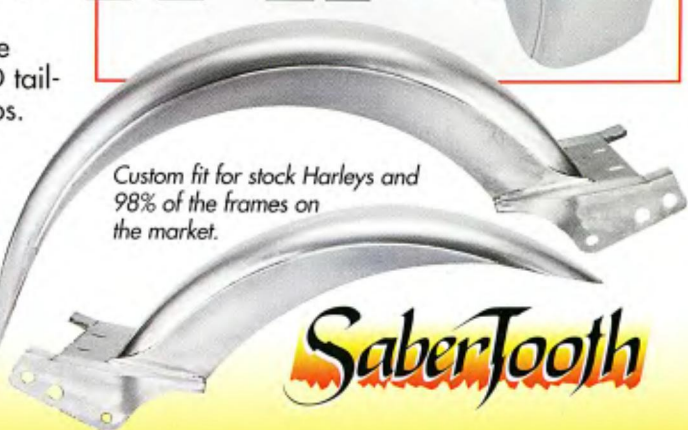
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TOP TEN AMERICAN CRUISER BIKES OF 2001

The following selection of bikes made it into this year's Top Ten of American motorcycles because they impressed us one way or another. For instance, some of them knocked our socks off because they ride like a dream and could take you painlessly on a cross-country road adventure. On the other hand, the performance-minded riders among us picked other bikes because of their flexible power band, sensible frame geometry, and outstanding brakes. Finally, great looks and gobs of attitude were often the decisive criteria for the more shallow, California "blondes" on our staff. That's right, we can't help it if we really dig bikes that shake and kick like a rabid weasel, 'cuz they're

mean as hell, and mothers-in-law hate them!

We understand that there's no such thing as the ideal scooter, and those of you who own more than one motorcycle can relate to this: Wouldn't it be great to have a fleet of bikes that would match your needs and your moods? You'll see here that we tried to create that perfect fleet. Our choices are very subjective, and the bikes we selected for the Top Ten are very different from one another. This is precisely why we chose not to rank these fine rides by number. Instead, we tossed them into the Top Ten hopper, so you can make your own chart, and decide which one goes on top of your wish list.

—Lafayette

Big Dog Bulldog

The Big Dog Bulldog is one heck of a canine with a TP Engineering 107-cubic-inch V-twin that's bursting with gobs of tire-twisting torque. This potent powerhouse is mated to a 5-speed close-ratio transmission that's nestled in a tubular steel solid-mount chassis with A-frame swingarm. Highlights on the Bulldog include contoured seat, 21-inch/18-inch billet wheels, wide-set 54mm inverted forks with billet brake clamps, a gas-charged shock absorber, stretched tanks, a short rear fender, a billet headlight, billet aluminum forward controls and foot pegs, an electronic speedometer, drag bars, and 13-inch/11.5-inch full floating brakes with 4-piston calipers. **MSRP: \$27,500.**

Big Dog
1520 E. Douglas
Wichita, KS 67214
(316) 267-9121

www.bigdogmotorcycles.com





American IronHorse Ranger

One of American IronHorse's best sellers is the Ranger. Powered by a rubber-mounted 107-inch S&S engine with polished fins, it has a 5-speed close-ratio transmission, and uses a rubber-mounted frame with adjustable rear shocks. All Rangers come standard with American IronHorse's own billet 21-inch front wheel, and 18-inch rear wheel with matching pulley and rotors. You will also get a monochromatic paint with logo, a solo seat, a handlebar-mounted electronic speedometer, polished billet forward controls, a 4-gallon 1-piece stretched tank, pull-back drag bars, a contoured rear fender, and a 180 mm rear tire. **MSRP: \$21,900**

American IronHorse
4600 Blue Mound Road
Fort Worth, TX 76106
(817) 665-2000
www.americanironhorse.com

Bourget's Rude American ST

Bourget Bike Works makes bikes that look like no other cruisers. They are always easy to pick in a crowd, and they turn heads wherever they come thundering in. This particular model is the Rude American ST, and is distributed exclusively by Staz American Motorcycles. It features a 113-cubic-inch S&S engine with 6-speed transmission. The powertrain rests in a Bourget-built single-shock chassis with 38 degrees of rake, a solo seat, stretched gas tank, and many more exclusive components. Wheels are billet aluminum, with a 180 rear tire, and brakes are GMA with 4-piston callipers and full floating rotors. **MSRP: \$32,999.**

Staz American Motorcycles
41 South Water St.
Las Vegas, NV 89015
(702) 685-9595
www.staz.com



California Custom's Violator

California Custom Cycles builds their Violator hardtails using a Daytec frame with 36 degrees of rake, and no stretch. Power comes from a S&S 96-cubic-inch motor, mated to a 5-speed transmission with Delkron cases and JIMS gears, belt primary and final drives. The front end is a beefy 41 mm wide track with chromed trees and polished lower legs, and other interesting features include 5 gallon fat bob gas tanks, 2 into 2 slash cut exhaust pipes, Corbin solo seat, chromed U.M.I. forward controls, pullback bars, and Performance Machine wheels and brakes. **MSRP: \$21,000**

California Custom Cycles
939 Terra Bella Ave
Mountain View, CA 94043
(650) 254-0963
www.calcustom.com



Harley-Davidson Night Train

Our favorite model in the Harley-Davidson lineup for several years has been the Night Train. Unlike most other Harley-Davidsons, this bike distinguishes itself by its lack of chrome. Cloaked in gloss black or dark green paint, with flat black and black wrinkle finished highlights (lowlights would be more appropriate), the Night Train is the perfect stealth stallion for the night prowler and the bar hopper. The FXSTB features a rigid mount frame with A-arm swingarm, a 1450 cc Twin Cam B (balanced) engine, electronic fuel injection option, black powdercoated engine trim with wrinkle black and texture black covers, laced front wheel, disc rear wheel, Badlander seat, straight-up drag bars, blacked-out tank console, rear fender supports, air cleaner and oil tank. **MSRP: \$14,635.**

Harley Davidson

See your Harley-Davidson Motorcycle dealer
www.harleydavidson.com



Panzer Digger ST

Panzer is the only American motorcycle manufacturer to offer on all their models a modern panhead V-twin engine. Their Neo-Pan engines offer a displacement of 90 cubic inches, and are redesigned to offer outstanding performance levels and the same reliability that's expected from a modern V-twin cruiser. The Panzer Digger ST features the Neo-Pan engine and is mated to a 5-speed transmission. It uses a tubular steel, single shock-type chassis with A-frame swingarm, and 35 degrees of fork rake. The Digger ST comes standard with solo seat, apehangers, 21-inch/16-inch laced wheels, dual disc brakes with billet brake calipers, and billet forward controls.

MSRP: \$19,995

Panzer

P.O. Box 425

Canon City, CO 81215

(719) 269-726; www.panhead.com



Pure Steel Saber

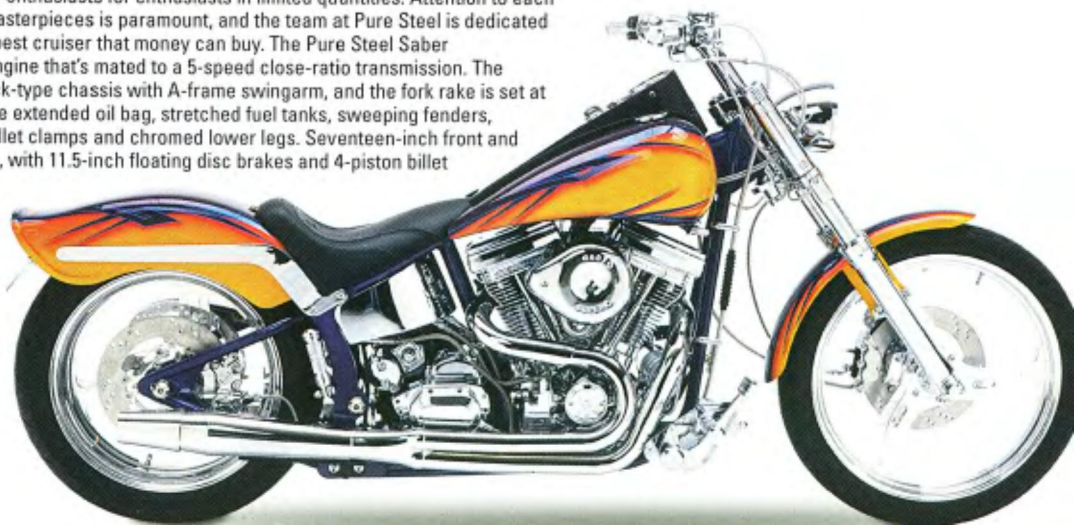
Pure Steel motorcycles are built by enthusiasts for enthusiasts in limited quantities. Attention to each and every detail on these rolling masterpieces is paramount, and the team at Pure Steel is dedicated to giving their customers the very best cruiser that money can buy. The Pure Steel Saber is equipped with a 107-inch S&S engine that's mated to a 5-speed close-ratio transmission. The powertrain resides in a single shock-type chassis with A-frame swingarm, and the fork rake is set at 35 degrees. Other highlights include extended oil bag, stretched fuel tanks, sweeping fenders, Pure Steel wide-track forks with billet clamps and chromed lower legs. Seventeen-inch front and rear wheels complete the package, with 11.5-inch floating disc brakes and 4-piston billet calipers. **MSRP: \$35,550.**

Pure Steel

4010 Grand Ave.

Phoenix, AZ 85019

(602) 841-2000





Surgical Steeds Clydesdale

Surgical Steeds motorcycles continue to raise the bar on creativity and performance with their limited production bikes. One of these fine cruisers is the Clydesdale, a bike with massive proportions but also lots of style and purebred elegance. Style forged from motorcycle history is clearly evident in the massive footprint of the Clydesdale model, with its classic sweeping fenders and stretched fuel tanks. The Steed Clydesdale pushes the limits of classic motorcycle design featuring a behemoth contoured steel rear fender and sweeping front fender, along with the imposing headlamp. Power comes from a rubber-mounted V-twin engine and 5-speed close-ratio transmission, which are attached to Surgical Steeds' own Monoglide chassis, featuring relocated single shock, and A-frame swingarm. **MSRP: \$33,550**

Surgical Steeds
9550 90th St.
Scottsdale, AZ 85258
(480) 661-1990
www.surgicalsteeds.com

Ultra's Sledgehammer

Ultra Motorcycle Company offers quality custom bikes, ranging from bare-bones rigids to custom and sports cruisers. Riding high on the wave of fat-tire hardtail bikes, Ultra offers the Sledgehammer, a take-no-prisoner rigid powered by a 113-inch S&S V-twin and 5-speed close-ratio transmission. Highlights on the Sledgehammer include single tank, wide-track inverted front forks with polished fork legs and billet clamps, apehanger bars, billet forward controls, 11.5-inch stainless steel disc brakes with billet caliper, and laced wheels. **MSRP: \$24,000**

Ultra Motorcycle Company
3810 Wacker Dr.
Mira Loma, CA 91752
(909) 360-2500
www.ultracycles.com



Victory V92 SC

On the heavyweight cruiser market since 1997, Victory Motorcycles offers three models that give the rider an interesting alternative to mainstream American cruisers. The V92 SC is Victory's sport cruiser. It's an incredibly nimble motorcycle for its size, and is a real pleasure to ride as hard as you will dare to. The V92 SC features a fuel-injected, 4-valve, 92-inch V-twin with 5-speed transmission. It is mounted in a proprietary tubular steel chassis with an adjustable single rear shock. Other features on the V92 SC include sport exhaust, dual seat, sport fenders, track bars, 17-inch aluminum alloy wheels, and Brembo brakes with 4-piston calipers. **MSRP: \$13,399**

See your Victory Motorcycle dealer
(800) 765-2747; www.victory-usa.com

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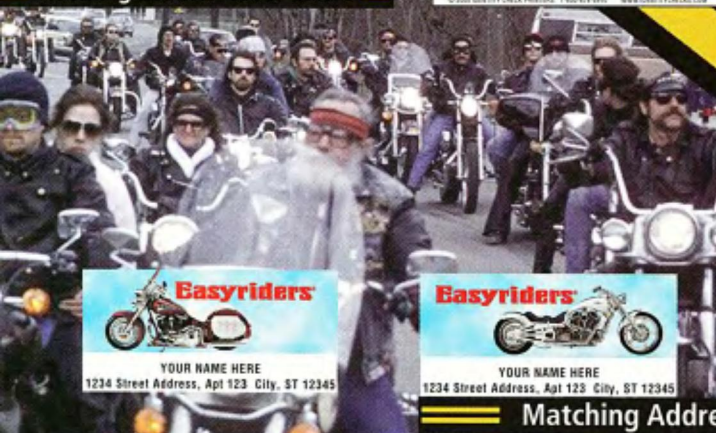
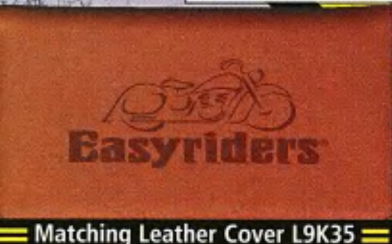
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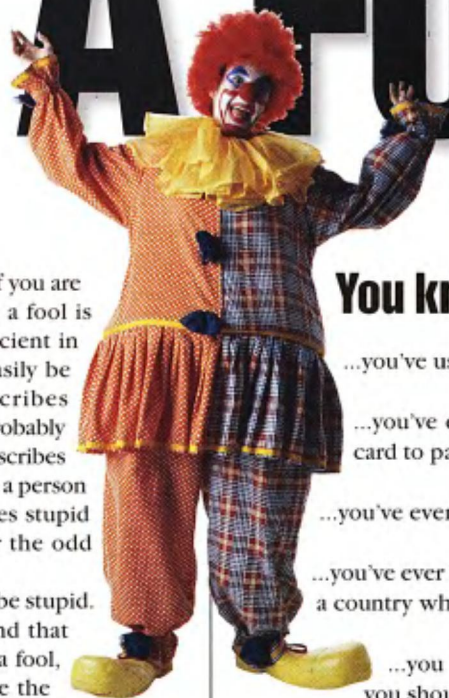
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How Do You Know If You Are A Fool?



What is a fool and how do you know if you are one? According to the dictionary, a fool is described as someone who is deficient in good sense or judgment; one who can easily be tricked; a dupe. This pretty much describes everyone I know, or have ever known, or probably ever will know. Actually, and sadly, it even describes me to a certain extent. I'm no blockhead, but a person can't be smart all the time. Everybody does stupid stuff, makes stupid investments, falls for the odd crooked scheme. Nobody's perfect.

Yet you don't want everything you do to be stupid. Playing the fool can be fun, but if you find that even when you're not playing, you're still a fool, you may have a problem. If you don't take the celery sticks out of your nose once the laughter stops, you may have crossed the line that separates the part-time fool from full-time idiot.

Because foolish people constantly confront me, I consider myself an expert on their behavior. I don't know if it's just me, but I seem to be surrounded by dunces. Or maybe I've chosen to surround myself with dunces in order to make myself look smarter. Whatever, it doesn't change the fact that I can't leave the house without being beaten down by idiocy. The stupid are everywhere. You may even be one of them.

But how do you know? If only there was somewhere you could go to find a set of guidelines that could help determine if you are a fool. Well, Einstein, if you'd taken the time to read the title of this article you'd know that you've found such a place. Anyway, you better just read on. I'm not offering any solutions, but just like a serious porn addition, the first step to a cure is just admitting you have a problem.

You know you're a fool if....

...you've used your credit card to pay your rent.

...you've ever used a cash advance on your credit card to pay your credit card bill.

...you've ever given an expensive gift on a blind date.

...you've ever bought a pair of shoes that were made in a country where nobody wears shoes.

...you tell your wife that she can decide what you should do on Saturday night.

...you've ever purchased a used rental car.

...you think politicians give a shit about anything but your vote.

...you bought an authentic Swiss watch from a guy in a trench coat outside the mall.

...you have bumper stickers on the front of your car.

...you married a woman thinking that she'd slim down after the wedding.

...you married a man (this one is for the lady readers, I hope) thinking he'd clean up after the wedding.

...you got married so you could have sex any time you wanted to.

...you think phone sex girls look like the pictures in the back of the magazines.

...you don't save any money because you know you're going to connect on the lottery.

...you make all your important decisions based on your horoscope and a magic eight ball.

...you believe that other people are laughing with you, not at you.

...you have "Bay City Rollers Forever" tattooed on your chest.

...you know exactly how many golf balls you can fit in your mouth.

...you know what shoe polish tastes like.

...you think that owning a dog is sufficient preparation for raising a rugrat.

...you actually do buy girlie magazines for the articles.

...you believe everything you read.

So now that you realize that you are indeed a fool, you're probably wondering if there's anything you can do about it. There isn't. I have, over the years, seen people get stupider, often aided by a steady diet of hard liquor and daytime TV. I have never known a fool who was able to break the habit.

But the news isn't all bad. The world has plenty of room for fools. There are six billion people in the world, most of them not very bright, yet the planet rolls along. It's unlikely one more fool would even be noticed. Keep a low profile, speak only when spoken to, and spend a considerable amount of your time in the house and you'll be fine. And always remember, a wise man is just a fool who doesn't talk to strangers.

—Greg White



*What's the downside of wife-swapping?
Sooner or later, you get yours back.*

Richard Brown
California

You know your sex life has really bit rock-bottom when you dial up one of those phone-sex lines and a voice comes on and says, "Not tonight - I have an earache."

Anne Lavey
The North Pacific



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Dream Ride

'46 WINTER WONDER BIKE

We know what you're thinkin', "Finally, a REAL motorcycle in *Easyriders*!" Yeah, this bike has a lot of old-school class. It just makes ya feel good looking at it, don't it? Okay, so this month's Fox Hunt winner Amanda (with the matching flamed shorts) doesn't hurt your eyeballs too much either. But every bike has a story and this one comes to us straight from the owner, Jerry Burrow of Crown Point, Indiana. Jerry told us, "A good friend of mine, Jamie Solich, had a knucklehead for sale at a reasonable price. I went to pick the bike up during a blizzard—before someone else snatched it up."

Jerry rode around on the bike the way it was for about two years and then blew the motor up trying to keep up with some Evos. Last winter, Jerry decided to strip the bike down to bare metal, powdercoat the frame, rebuild and polish the cases, the whole nine yards.



The old '46 had been held together with screen door parts and water pipe fittings that kept her running along with a little duct tape here and there. All that was about to change.

"Some of the bros came over on many nights to work on the scooter with me," Jerry remembers. "Thanks Jamie, Lem, Slick, Meech and Biter for all those beers I bought while workin' on the bike." Mixing the best of old and new, the knuckle got a new S&S lower end, Wiseco pistons, JIMS lifters, a Mallory single-fire ignition and an S&S E carb. A lot of machining was necessary to make the old parts meet up with new ones. "I really want to thank the folks at Race Machine. I asked them to do the work practically overnight and they came through."

Painting chores went to Nick Kafrantaris and Jack Koontz who sprayed on the DuPont pearls and flames. When all was said and done, the fresh FLH was ready for spring. "We rebuilt the bike over the winter so I don't know how she'll feel, but I know how she'll run."

Well, according to boobalicious Amanda here, this old knuckle feels just fine. Jerry wants to give special thanks to his wife Laurie and says, "I know I've said it before Laurie, but we won't do another bike until our shovelhead is done. I'll finish it your way this time."

There's nothing like a little old-school pride and class. This dream bike is all that and you can bet it'll last a lifetime.

—Jerry Burrow and Phantom





Owner: Jerry Burrow
City: Crown Point, Indiana
General
Fabrication: Road Hawks
Year and make: 1946
 Harley-Davidson
Model: FLH knucklehead
Assembly: owner, Jamie Solich,
 and Road Hawks
Time: 1 year
Chroming: G&D Chrome
Engine
Year: 1946
Model: knucklehead
Rebuilder: Wetzel
Ignition: Mallory single fire
Displacement: 74 cubic inches
Lower end: S&S
Balancing: none
Pistons: Wiseco
Cases: H-D
Heads: H-D
Cam: Andrews B grind
Lifters: JIMS
Carb: S&S Super E
Air cleaner: Jesse James
Pipes: flame tips
Mufflers: nope
Transmission
Year: 1971
Modifications: cut gears
Shifting: jockey
Painting
Molding: none
Painters: Nick Kafrantaris and
 Jack Koontz
Color: pearls and flames
Type: House of Kolor
Pinstriping: Jody Clark
Frame
Year: 1946
Builder: Harley-Davidson

Type: rigid
Rake: stock
Stretch: stock
Other alterations: powdercoated
Accessories
Bars: Physco chubbys
Risers: Jesse James
Handlebar Controls: Performance
 Machine
Fenders: front-Milwaukee Iron,
 rear-bobbed
Headlight: Headwinds
Taillight: beehive
Speedo: Autometer
Dash: stock
Pegs: Accutronix
Electrics: minimal
Foot controls: Accutronix
Gas tank: 5-gallon
Oil tank: spun aluminum
Oil system: Road Hawks
Primary cover: Primo 3-inch
Seat: Le Pera
Mirrors: JayBrake
Grips: Ness
Forks
Type: inverted 58mm
Builder: John Reed
Wheels
Front
Size: 16-inch
Hub: Landmark
Rim width: 2.5 inches
Tire: RC Comp
Brake: PM
Rear
Size: 16-inch
Hub: V-Twin
Rim width: 2.5 inches
Tire: RC Comp
Brake: drum
Photography: Michael Farabaugh





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—Phantom



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ICE RACING, CADILLAC STYLE

Dancin' With Jack Frost

Thursday morning dawned clear and cold. The temperature hovered around zero as the 17th annual North American Snowmobile Festival (N.A.S.F.) in Cadillac, Michigan, got underway. After 11 months of hard work, by literally hundreds of volunteers, the festival was off and running. It was expected by Sunday evening that there would be between 7,500 and 8,500 people visiting the festivities. The festival, for the most part, would be held on chilly Lake Cadillac.

The early highlights included the chili cook off (won by Maggie's) and the selection of the Ice Queen, Miss Stephanie Merriam. Other activities included, a poker run, a fireworks display, Vegas Night and live entertainment provided by the Diamond Alley Band.

The Stud Boy Radar Run, according to Jim Perrin, always draws a large crowd to see the various snowmobiles run against the radar gun. You get everything from the youngsters, to the antiques, all the way to the pro sleds, which make over 200 horsepower and can cover 600 feet at speeds of 115 to 120 miles per hour. Everyone cheers for their favorite to post the fastest speed.







Saturday evening, almost everyone was at the "Wex" for a pizza party, to watch the mayor give the keys to the city to Queen Stephanie and enjoy an ice-cold beer or two or three. The evening highlight came at 11 o'clock when a brand new Ski Do snowmobile was raffled off. A Cadillac native won it.

Sunday morning started with track preparation for the main event—motorcycle ice racing! According to Terry Franke, the track was sprayed with water the day before to smooth the ice and allow for a better grip. The 3/8-mile oval has 430-foot straightaways, which are 40-feet wide with corners expanded to 80 feet to allow for maneuvering, passing, etc.

The motorcycles themselves have some special features to adapt them to the ice. The screws in the tires were No. 8 sheet metal screws originally, but since have been modernized, the shanks have been lengthened, the heads reconfigured, and carbon removed to further harden them. The tires have an inner liner that allows the screws to go completely through the tire into the liner to prevent them from pulling out or tearing a piece of the tire away. Each racer has his own pattern that, according to them, is much better than anything that anyone else is using. Some say to turn the really fast laps, you need to alter your frame, but again not all do.

There is a class for everyone that chooses to race on the ice, beginning with the 4- to 6-year-olds, then up to the open class, with almost anything in between, including side cars and quad racers. One of the highlights of the races had to be 13-year-old Nicole Cheza riding No. 16 in the 125cc class. A word to all those racing against her: put good gas in the tank and tighten down your chinstrap, this girl can ride!

It was very exciting to watch the big bikes in the open class with their 90-plus-horsepower motors turning 18- to 20-second laps, but it was the 4- to 6-year-olds that stole the show. There's nothing like watching a 5-year-old kid with his competition face on, bike sideways, hot-shoeing it through a corner. It was also good to see all the proud fathers sporting that, "Hey, that's my son," look on their faces.

As the shadows got longer, the silence larger, the end was near for the 2001 North American Snowmobile Festival. What a great event, that will only be bigger and better every year.

— Dean & Anne

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How a biker's
love rescued the baby
nobody wanted.

Ride Of Their Lives

BY PETER MICHELMORE

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Roy Hutchison opened the door and gently lifted the baby out of the car. Carefully, as if he were bearing porcelain in his brawny arms, he carried her up the walk to his red brick townhouse in Independence, Mo. From that moment, the child, swaddled warmly in blankets, a fluff of blond hair poking out, laid claim to his heart. She seemed a picture of perfection—but she was not. Tiffany's tiny body had been severely damaged at birth.

Inside the house, Roy Hutchison set Tiffany down on a couch and turned to his wife, Judy. "We've got all those pretty new clothes for her," he said. "Let's get her bathed and see how they fit."

Roy and Judy had often discussed becoming foster parents. When they learned of a handicapped child no one else wanted, Family Services agreed to put them through caregiver classes and let them take Tiffany. They each had two children from previous marriages, but they both wanted a baby in the house.

Tiffany's story, as they heard it from doctors and caseworkers, was heartbreaking. Some eight months earlier, in September 1984, a mentally handicapped teenager had given birth in a restroom stall at a hospital in Kansas City. The umbilical cord had been wrapped tightly around the newborn's neck, shutting off oxygen, causing calamitous brain damage. The baby had cerebral palsy. She was almost totally blind and nearly completely deaf. Moreover, she had curvature of the spine that in time would constrict her breathing and probably shorten her life. She would never talk or play like other kids.

She would never graduate from high school, marry or have children.

Declared a ward of the court, she was placed in foster care. But her needs had proved too burdensome for caregivers until the Hutchisons came along.

Some people might have been surprised that Roy, at age 37, had taken on such an awesome responsibility. "But he does have a big heart," his daughter Barbara told friends. And as an emergency medical technician (EMT), Roy was confident he had the right training for the task.

Tiffany needed to be fed through a stomach tube every four hours; medications to prevent epileptic seizures also had to be regularly administered through the tube. She slept in a crib in the master bedroom, where Roy and Judy kept constant vigil. Even so, in kicking her legs that first week, Tiffany's toes caught in the tube and dislodged it. They had to rush her to a pediatric hospital in Kansas City to have the tube replaced.

The routine was daunting, but it also had its rewards. When Roy cradled Tiffany against his cheek, she would squirm with delight and her eyes would light up. "They're glistening like diamonds, Tiff," he would tell her. Their bond was complete. And shortly after her second birthday, the Hutchisons adopted her.

But the pressures of caring for Tiffany did not diminish. In time the Hutchisons divorced. The couple was now faced with a dilemma. What was best for Tiffany? Should she have the medical care that only a group home could provide? Or was individual attention more important? Roy believed the latter; he just couldn't give her up. And eventually he was granted custody in November 1988.

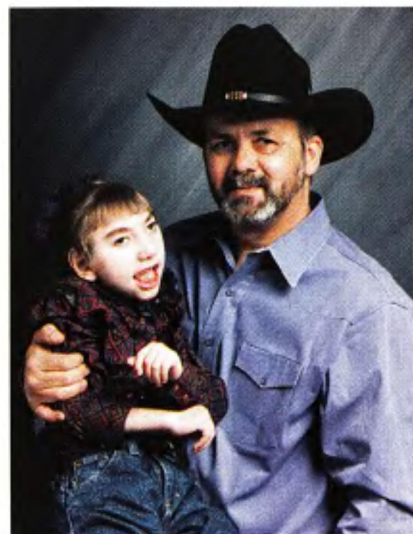
Now unable to work long shifts as an EMT, he took a job driving a delivery truck. His life revolved around his daughter: giving her sponge baths, balancing medicines to regulate her seizures, preparing her for nightly feedings that sometimes lasted as long as eight hours. As she grew older, there were runs to the day-care center for disabled children and frequent visits to the doctor.

When he brought her home at night, Tiffany sat nearby in her wheelchair while Hutchinson prepared dinner. "What'll it be, Tiff?" he'd joke, laughing out loud and caressing her cheek. "Fried chicken or steaks?" The child, who could eat nothing, devoured his affection.

Sometimes in the middle of the night he would find her arched backward, her body rigid in an epileptic seizure. Then he'd gently massage her limbs until her

body slowly relaxed and she lapsed into sleep. Deep inside this little girl, Hutchison sensed, was a resolute will to live. "As long as you fight, baby," he'd whisper to her, "I'll fight with you."

Whatever Hutchinson did, Tiffany did. Since she could not play, he made her part of his play. If he went to a movie, restaurant, mall, church, or even on a date, Tiffany went too. "We come as a package," he always explained in advance. Even so, not every woman understood. Arriving at the Hutchinson house for pizza and a movie, one woman saw a sign on a bedroom door, "Tiffany's Room." She had thought the "handicapped daughter" lived in a group home. "I think this date's over, she told Hutchison.



Though there was this missing piece in his life, Hutchison was too busy to be lonely. His job, nursing his daughter, spending time with his two other children, and working on motorcycles completely filled his hours. Over the years he'd let his beard grow, tied back his dark hair in a ponytail and gotten tattoos in proper biker style. Then in the fall of 1992, he bought a new Harley-Davidson motorcycle and set about refitting it with chrome-plated parts to compete at bike shows.

At night, he made Tiffany comfortable in the garage, pumped up the volume of her favorite music and worked away on his bike. Despite Tiffany's minimal hearing, Hutchison had discovered that she could feel the beat. She hated heavy metal, but loved the sweet vibrations of country music. He parked her in her chair to one side, and talked to her about mag wheels and disc brakes—over the pulse of Nashville's hits.

For their first bike show in early 1993, father and daughter took the black Harley into Kansas City in a trailer cou-

pled to a truck. Tiffany, now eight, seemed to love the great auditorium filled with the body-shaking roar of motorcycle engines. She quivered with excitement when Hutchison took her around in her wheelchair to check out the bikes on display. At each stop, bearded, leather-clad bikers clustered around to clap Hutchison on the back and say "Hi" to his daughter.

Hutchison won a trophy at that show and soon became a regular at events around the Midwest. So did Tiffany and Tiffany's "uncles." It all started at another show in Kansas City. Hutchison couldn't drive the truck into the hall and was having difficulty unloading his equipment with Tiffany in tow. "Go ahead, Hutch, I'll watch Tiffany," a fellow Harley rider offered. "You need to get your bike inside and fired up."

Over the years they traveled to nearly every state, and Hutchison never lacked a Tiffany-watcher. When bikers visited them at home, she seemed to know. She could feel the heavy footfall of their boots and the gentle touch of their rough hands on hers. They called themselves her uncles, and they numbered in the dozens. Out on the road they were a tough-looking bunch—menacing to some people—but Tiffany warmed their hearts. Moved by her, some of the bikers went an extra mile, taking part in charity rides for disabled kids.

Tiffany's impact was often subtle. One uncle, Bill Young, 56, was a spray painter at the Ford motor plant in Claycomo, Mo. A wiry, balding man with a gruff manner and tattoos everywhere, Young worked seven days a week to provide for his wife and six children. Yet after watching Hutchison and Tiffany together, he felt a kind of envy. "I never loved my kids that way," he confided. "I thought love came from buying what they needed." Inspired by Hutchison, Young cut his hours at the plant to spend more time with his family.

There was still a missing part in Hutchison's family, too, but it was a lot harder to fill. Then in the spring of 1999, Roy met Eilene Brown, a tall and quiet-spoken divorced mother of a teenage daughter. For their first date, she rode for 100 miles on the back of his bike. But there was one more test that Eilene had to pass...Tiffany.

Driving in his truck to a restaurant one night, Hutchison put Tiffany in the passenger-side seat and Eilene sat in the middle. As the truck swayed around a curve, Eilene put a tentative arm around the child, and Tiffany cuddled in closer. Watching out of the corner of his eye,

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Hutchison thought that this just might be a woman with enough room in her heart for a broken little girl.

Before long, Eilene was outfitted in a leather jacket and vest, and riding with him on weekends. They married a few weeks after Tiffany turned 15.

By that time, love had kept Tiffany alive far beyond medical expectations, but her scoliosis was putting increasing strain on her lungs and heart and there was no way to reverse it. She was taken out of school, and confined to a hospital bed at home.

In early June 2000, on the Monday before Father's Day, Tiffany's lungs began to fill with fluid. She was gasping for air when Hutchison rushed home, and even with oxygen and his soothing touch it took hours to ease her distress.

Day after day, Tiffany fought to keep breathing. Early Sunday, Eilene gave Tiffany a watch she had bought and wrapped in bright paper. "You can give it to Daddy for Father's Day," she told Tiffany. Later that morning Hutchison found his present clutched in Tiffany's hand. All day and through the night, he stayed by her bedside. "I promised I'd be with her at the end," he said to Eilene.

At 2:30 p.m. on the next day, Tiffany weakly lifted her head and seemed to look at him with an expression of tenderness in her eyes.

"It's okay, baby," he told her softly. "It's okay for you to go."

Shortly thereafter, her head sank to the pillow. A look of peace came over her face, and she stopped breathing. "You'll hurt no more, baby," Hutchison whispered. "It's your time now to laugh and sing and play."

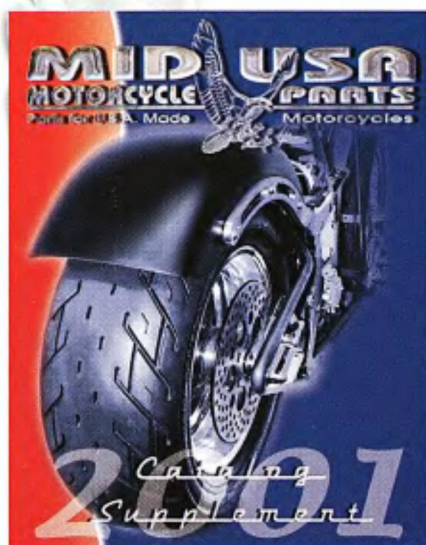
"Come on your bikes and come in leathers," Hutchison told the many friends who asked to attend the funeral. He wanted his close-knit band of "uncles and Harley riders" to dress as Tiffany had known and cherished them.

On the sunlit morning of the funeral, the street outside the Hutchison home was filled with bikers. After the service, an honor guard of six motorcycles led the cortege accompanying Tiffany from the funeral home to a small grave in a simple hillside cemetery. An endless stream of bikes followed the somber hearse.

They flowed along a winding country road to the sound of rolling thunder—a sound that Tiffany loved. It lifted Hutchison's grief and made his heart swell with pride. We were winners, Tiff, he thought. We beat the odds.

His love had given her life, and her life had given him love.

Photos: courtesy of Roy Hutchison and Reader's Digest



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The screenshot shows the J&P Cycles website interface. At the top, there's a navigation bar with links like 'HOME', 'ABOUT US', 'CONTACT', etc. Below that, a large banner area features a 'YOU CAN WIN!' contest with a \$100 prize and a 'FREE UPS GROUND SHIPPING!' offer. To the right, there's a 'QUICK SHOP' section with a search bar and a list of featured items. The bottom of the page includes a 'NEW & J&P' section with various motorcycle parts and accessories.

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The only photo ever taken of Scotty actually working.

YUMA BREAKDOWN

The late December weather was dry and the air warm (eat your heart out you Northern boys) as we blew across the lonely desert highway on my old FLT. I had dragged the beautiful and talented Miss Adrienne from the sanctity of her home in the mountains of Southern California only days earlier.

Palm Springs was behind us now, but the memory of the friends we'd made there was still fresh in my mind. And the romance blooming between Adrienne and I had been amplified to explosive proportions as we lounged in the luxury of the huge, 102-degree, hot-springs-fed hot tubs at the local Indian Casino. Our steamy dip had mellowed our minds and melted our bodies together.

Even though the FLT's motor is rubber mounted, I could still feel its power course through my body as we approached the

Arizona state line. We wanted to spend another week traveling together before Adrienne had to return to the grind. Where were we headed? Our destination was unknown. We were just traveling, one might say, because life is too short not to.

Thirty miles past the state line we entered the strange reality of a town known as Quartsite. In the summer when the desert air can reach temperatures of up to 115 degrees Fahrenheit this little town maintains a skeleton population of around 500 persons. The entire place has only two frontage roads that traverse either side of Highway 40 (it used to be Route 66) for a mile and a half. The north road sports a McDonalds, Wendy's, an itty-bitty truck stop, convenience store, and a few other small businesses. The south road offers even less. This sleepy place could easily be used as the dictionary definition

for the term Nowheresville, America, were it not for its Jekyll and Hyde reputation.

In the summertime a man could die from loneliness and boredom, not to mention heat stroke, out there, but in the cool of wintertime....

Under cover of a cloud of dust moving across the horizon they come by the thousands and nothing can stop them. With their oxygen bottles, Geritol, and Preparation H close at hand they're an unstoppable force. It's ohmygod! It's ohmygosh! It's the Motor-home Mounties! The old! The retired! It's the Blue Hairs! Or as they are more commonly known, "the Snowbirds." By the thousands they arrive, unsatisfied until the entire landscape is completely overrun with they're picket-fence machines. Ultimately, they increase the population of poor little Quartsite to a whopping 100,000.

Hollister was nothing compared to this. I wonder who'll get the movie rights? Can't you just see it now? *The Old Ones* starring Marlon Brando. Hey, why not Marlon? Hell, he oughta be just about ripe for the part by now.

As anyone can plainly see, with this taking over of the town, the local Quartsite residents face a much greater danger than the citizens of Hollister did 53 years ago. Hell, all the Hollister people had to deal with was a handful of drunken bikers whooping it up and doing burnouts down the main drag. But the Quartsite locals face a much greater peril. And that danger is...can anyone out there tell me what's scarier than an old person driving a car? You guessed it, an old person driving a motor home. Now, can anyone tell me what's more lethal than an old person driving a motor home? That's right, 100,000 old people driving motor homes. So you see, it just might be wise to enlist the help of the National Guard, what with the poor little town in such a state of disaster and all.

I told Adrienne that Quartsite was a great place to go for those who wish to visit other dimensions but don't own a star ship. She said, "Activate the transporter beam, Scotty." I cut the throttle and we coasted down the off ramp.

As we walked the main drag of the gypsy town, a multitude of vendors caught our eye. Most of their sites consisted of little more than an RV parked parallel to, and set back from the dusty road. In place of the motor home's awning would be a metal-framed swap meet vendor's tent that covered the ground between the RV's front door to the street. The retiree would simply crawl outa bed, grab a cup of java, then step through the front door into his office. It was pretty cool.

We had lunch at a portable broiled chicken place then stopped to talk to a woman who sold used books. As she stood under her canopy among the neatly racked books, she told us her story of escape from Alaska. With broken water pipes and no heat, she had been forced to leave her place in the land of moose pies. In desperation, she threw her two kids into the RV and started south through the cold Alaskan winter. The RV had broken down once on the lonely road and they faced the very real threat of freezing to death. She had managed to get the motor home running again, and with even greater determination, headed south. It was a real harrowing tale and her animated manner of telling her story held us riveted.

Some other vendors we met were two

loud and fun-loving couples who sold basic junk. As they laughed, told dirty jokes, and offered us beers, they informed us that they could care less if they sold anything or not just so long as they got to talk shit and party all day.

Later on, we crossed the overpass that led to the other side of the freeway. Along the south road rests an ancient airplane junkyard and, having always had a natural love of old machinery, I enjoyed our self-guided tour through the place immensely.

By late afternoon we had made our way to the McDonalds for coffee and ice cream and found it packed with snowbirds. I went to the can only to find guys washing their mugs, shaving, and bird-bathing (no pun intended) in the sink.

As we sat back, sippin' our java, people began to show up carrying fiddles, guitars, harmonicas and other assorted musical instruments. Before long, the jam began. In the back room, gospel music spewed forth, while out in the main lobby, the shitkickin' country jamboree began. Two hours later we stumbled outa the place in a daze, but if someone had asked, I would have had to admit that I had a good time at the blue-hair jam.

It being New Year's Eve and all, we decided to try and sniff out some action. Obviously, since neither of us knew how to square dance, we were gonna have to leave the strange world of Quartsite.

Yuma was the nearest town of any size (Blythe doesn't count) and waited in the barren desert just 85 miles to the south. It was just after 11 p.m. that we found ourselves cruising the small streets of that desert city. A local dude had told us of a bar with a live band that he promised would be our salvation. As midnight approached with its promise of New Year's cheer, I laid into the throttle. Dropping the heavy motorcycle into gear, I pulled away from a stoplight only to have my heart sink as the FLT's motor broke into a deafening racket. Pulling quickly to the curb, I dismounted to stick my ear against the idling engine. Yep, Betsy had a serious motor knock. Shutting the bitch off (ever notice how a bike's stature quickly deteriorates from sweetie, baby, love of my life, to bitch just as soon as the motor breaks?) I turned to Adrienne and said, "Were fucked."

A beautiful display of New Year's fireworks lit the sky as we pushed the "2-ton" beast through dimly lit side streets. A half-mile later, as both of us gasped for air, we arrived in front of a closed coffee shop. After pushing the dead machine behind the building, I laid my foam pad and sleeping bags onto the well-hidden cement walkway.

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Friends have asked these questions of me 100 times over the years: Have you ever broken down out there? Do you worry about it? And what do you do when it happens? The answer has always been the same: "Have a little faith, man."

If a man travels alone, often, and on limited funds, time and experience will eventually lead him to live by little else. Breakdowns on the road can many times lead to meeting some of the coolest people and having the most interesting times, if only you let them. Besides, shit always seems to work itself out better if I leave it alone than if I'd planned it. If there is in reality, any truth to this philosophy, that a man can spend his days almost as free as the birds themselves if he so chooses. With that in mind, I crawled into bed to squeeze on Adrienne for awhile before we finally zonked out.

The sun approached the noon hour the following day as, wrench in hand, I sat in the small parking lot and tried to make heads or tails of our dilemma. The java joint's doors were now open and one of its curiosity seekers, being a biker himself, wandered out to inquire about the broken Harley-Davidson.

"What's the matter with your scooter, man?"

"Not sure. I'm thinkin' maybe a broken lifter. Know of any shops around that are open?"

"Not on New Year's day," he shrugged. He stood there obviously contemplating something for a moment before saying, "I've got an idea! Don't y'all go nowhere now, I'll be right back."

"Okay," I said. "We'll wait right here." I certainly wasn't going nowhere.

Upon his return I stood to make the acquaintance of the two exceptionally rough-looking biker dudes who'd arrived with him on a pair of equally rough shovelheads. "Name's Scotty," I said reachin' out my hand.

"Chuck," replied the tall, dark, bearded

figure as he looked into my eyes and took hold of my hand. "This here's Jim."

"Glad to meet yuh," said the other man.

"What's the problem with your FLT?"

"Got a nasty motor knock."

"Start it up and let's have a listen," Chuck said.

I did. "Yup, You wasn't lyin' about that knock. Bike got alot miles on it?"

"A hundred and ninety-thousand," I told him.

"That's a lot. Tell you what Scotty, I'm the owner of Southwest Scooters and my shop is only three blocks away. Why don't you bring it over and we'll get a better look at it there."

The little two-story shop stood proudly facing the small secondary street. The lot next door and the entire backyard was guarded by a wooden fence with a sliding chain-link gate. When Chuck removed the lock, I brought the crippled machine around to the back. Jim swung open the bay doors to reveal a shop that was well equipped with all the necessary tools of the trade. I promptly pushed the bitch through the doors before leaning her onto the kickstand.

Chuck lived in an old RV that spent its days parked just outside the bay doors on a concrete slab. We talked for awhile and I told him I knew my way around a wrench fairly well. He said he'd figured on that, then offered the use of his shop and tools for as long as I needed. Just as I was thinkin' what a cool mother-fucker this guy is, Chuck pointed to the second story above the shop and said, "Top story's an apartment, Scotty. A buddy of mine who's outa town at the moment usually stays up there. Hell, the place is just sittin' anyway, and I know he won't mind, so's you two are plenty welcome to use the place for as long as you need, if your so inclined." Even as I was expressing my undying gratitude to this guy, the thought "Well, thank you God" kept racing through my mind.

After moving into our new apartment, I

tore into the bike. It turned out that the cause of all that racket had been a broken lifter roller. The disintegrated roller bearings had fallen into the cam cavity and destroyed the cam. Having never attempted this kind of a repair before, I would have to learn as I went. In other words, this job was gonna take awhile.

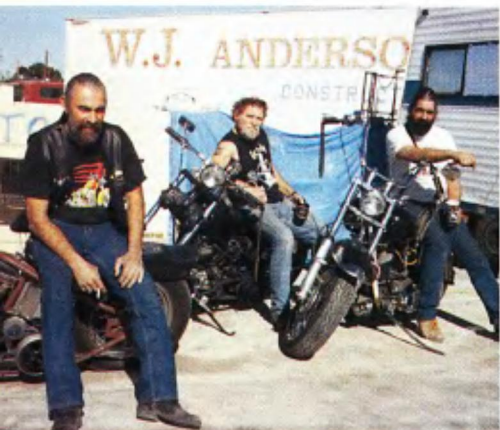
After a few days Adrienne, having to return to her grind, jumped a Greyhound home and was gone.

On the fourth night, and feeling like one of the three bears returning home, my new apartment's actual occupant walked in only to find that I had eaten all the porridge and was now sleeping on his couch. The dude's name was Tramp and he was one of those crazy bastards who had experienced just the right amount of knife-fights, drugs, bike wrecks, and I suspect was probably dropped on his head as a baby, to produce the kind of insanity that you just can't help but like.

Chuck had rented a new building on the main drag that offered his shop a much better location and before long, bikers began to crawl from the woodwork bringing with them old panheads and pick-up trucks. They worked like a swarm of bees and piece by piece, the shop began to disappear from around me only to be reassembled again at the new location. When not wrenching on my own bike, I would offer up my elbow grease and join the boys in their combined efforts of moving the shop.

The new place needed much work and as I stood in the center of the front room next to Chuck, I watched as men carried equipment through the door, patched the cracks in the walls, and painted the ceiling. Turning to the Boss Man I said, "I know you ain't got a lotta money at the moment Chuck, so tell me, how can you afford to pay all these guys?"

"I'm not payin' these boys, Scotty, they're just helpin' out cuz their my bros." The old-time biker differs (obviously) in



One sweet panhead in front of Southwest Scooters. The owner, Chuck at left.

Photos: Scott Kerekes

many ways from the average citizen. Besides his seeming inability to back down from trouble, one common quality he possesses is the depths and bonds of his friendships. I have seen men repeatedly come—sometimes in force—to eagerly aid their fellows in times of need so bad that almost no sober citizen would take the time nor make the effort to help, just declare his sympathy and walk away. Flowers, cards and visitors may be showered on the hospital bed of a downed brother, while beyond the walls of his confinement, poker runs and other fund raisers are being organized in an effort to help supplement his hospital costs. I have seen men, using money out of their own pockets and labor tirelessly in the secrecy of a garage to resurrect their brother's wrecked bike from the dead, reaping only the man's surprised look and undying gratitude as their reward, when he returns from the hospital and finds his scooter sparkling in the garage once again.

Southwest Scooters dealt primarily with older bikes, and their supply of Evo stuff was limited. Tramp chauffeured me to and from the Yuma dealership in his pickup for the parts I needed. John (the lead mechanic there) sold me a stock, used cam for cheap, then installed four new wheels on my lifters. In the end, with parts, gaskets, labor, and all, I had spent a grand total of \$125 of hard-earned cash at Yuma Harley-Davidson.

Once back at Southwest Scooters, and with the bike finally reassembled, I fired her up. The knock had left me but now in it's place was a nasty—or should I say gushing—oil leak. Part of the standard procedure required for this repair had been to pull the oil pump and remove the metal particles from it's internals. This job was easier said than done; I had obviously destroyed the delicate little bastard of an oil pump gasket upon re-assembly.

I rode the bitch to the dealership. By now the boys at Yuma H-D knew of my predicament and, after inspecting the Exxon Valdez, John said, "Go get a new gasket from the parts counter. These oil pumps can be real tricky to reassemble, so why don't you pull the thing apart in the back room over there. That way if you have any trouble we'll be right here."

"But I didn't bring any tools, John."

"That's OK, you can use mine."

"Are you sure?"

"Just shut up and do it, Scotty."

The job was a nightmare. Nothing went right. Even with the talented help of John and Bob (the shop owner and a veteran H-D mechanic of over 40 years), we

ruined three gaskets before the thing was finally back together; then it didn't wanna pump oil. In the end, the bitch finally lost the battle and was once again the road-worthy machine I knew and loved. The parts counter would only accept payment for one of the four gaskets that they had given me and John and Bob just shook my hand and wished me luck. I could never have finished this job without the assistance of these two guys and couldn't help but wonder how many dealerships were left in the world who'd go to such lengths to aid a stranded traveler.

As I rode the lonely desert highway west, leaving Yuma behind, my mind

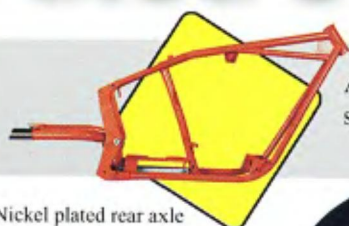
wandered back to the events of the week past. I'd broken down in a strange land. Two strangers had shown up to supply me tools and refuge. Then, a Harley-Davidson dealership had all but insisted on loaning me tools and talent needed to complete a job that, of myself, I was incapable.

If there really are angels, could some of them be bearded men who ride Hogs? Regardless of how you see it, and just like 100 times before, fate had once again supplied the mode and the means to keep one man's journeys free and easy.

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—Scooter Tramp Scotty

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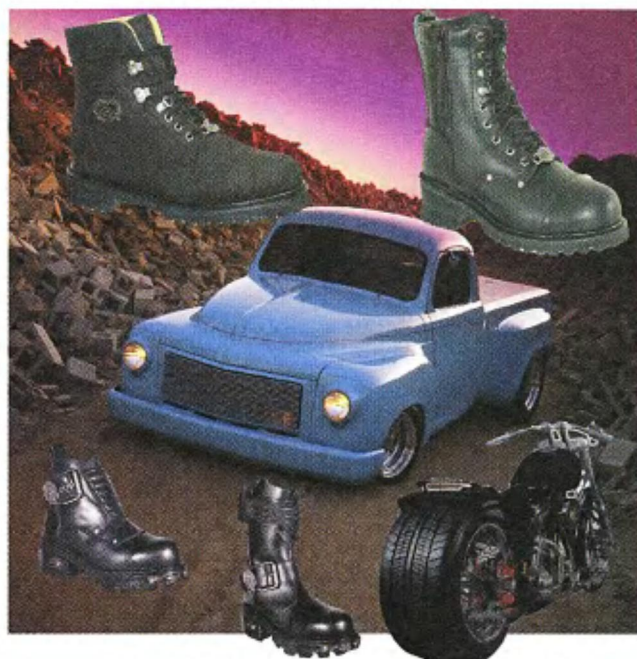
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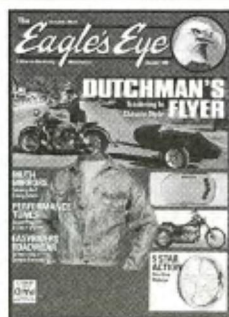
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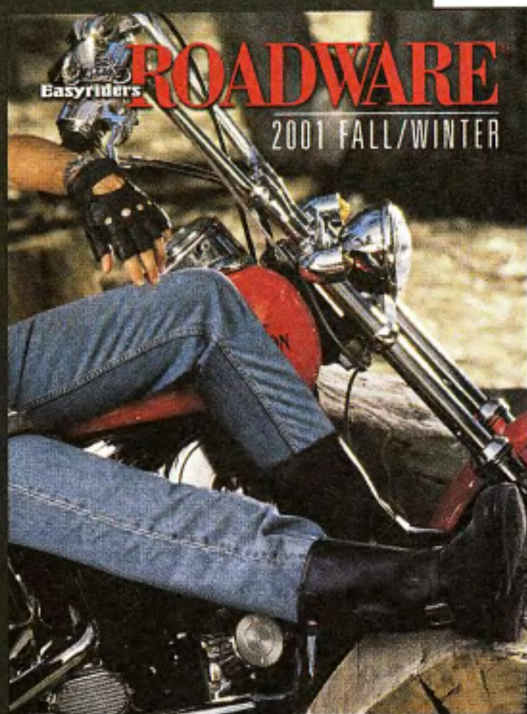
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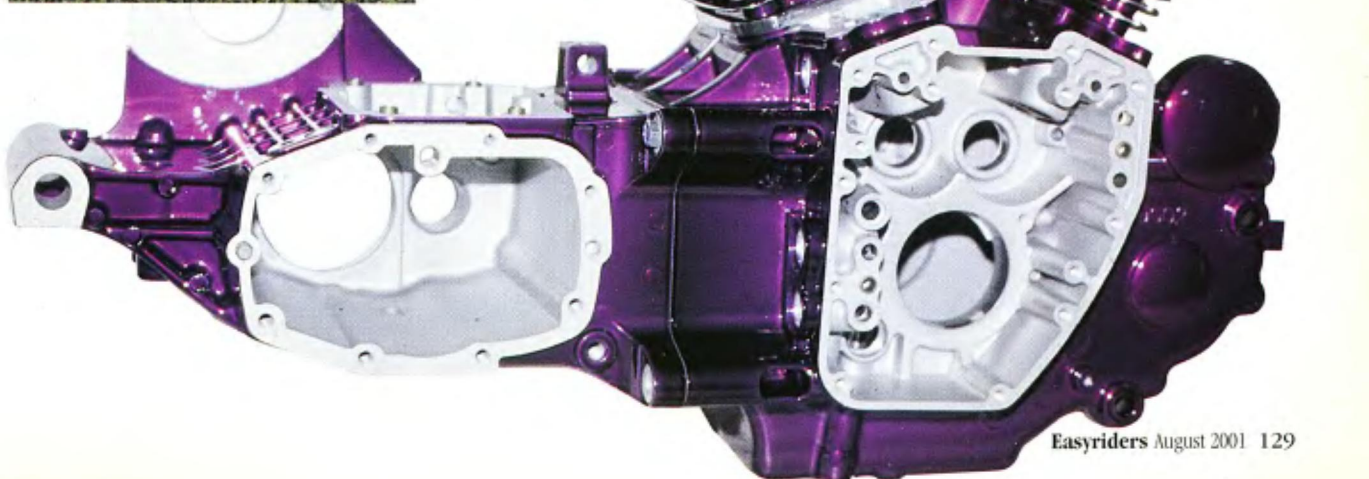
Perfect Powdercoating Sumax Rules!

In the early 1980s Sumax was color anodizing aluminum billet parts for Harleys. Many customers requested that their cast pieces, like outer primaries, be anodized along with the billet parts. When you try to anodize cast pieces they come out in a marbled finish due to the molecular structure. The other problem with anodizing is that it would fade with motor heat and sunlight. It looked really cool but did not last for more than one riding season.

Kirk Van Scoten, the owner of Sumax, had been looking into other ways to fill the needs of his customers' desire to color more parts on their Harleys. Powdercoating was just being introduced to the industrial markets. What Kirk discovered was a durable finish, but it had a god-awful orange peel finish to it. It had possibilities if he could eliminate this poor finish and could hold up to heat. He then worked with Eastman, who was in the powder business at the time, to come up



Why does this powdercoated motor make me wanna take a slug of Pepto?



with a smooth glass-like finish. Kirk purchased a powder gun, bought an oven and made a spray booth to experiment along side Eastman. He also visited world-renowned liquid painters in the industry, like Dave Perewitz and Tom Pruitt of Damon's Paint to see how they achieved their top-quality results. Kirk now was ready to be the first company to offer this process dedicated to the Harley aftermarket industry.

A new 11,000-square-foot clear span steel building was erected to house this new exciting process. Since no one had tried this before, everything had to be designed from scratch. A daunting task indeed! For instance: Certain cleaning and blast equipment was required to correctly prep the parts; a monorail system was put in place to keep handling of parts to a minimum; an in-line spray booth had to have the ability to control the air flow with variable speed; a large enough compressor with a series of colors and filters was necessary to achieve clean, dry air; an air make-up system had to be installed to keep the facility's air clean and pressure stable for good health conditions. And the curing oven had to be large enough to handle all size bike

frames, including drag bike frames. That's a big damned oven! The facility had to be well lit throughout with task lighting in detail areas. Once Kirk had the facility together, he knew it would take quality minded employees and time to make it a success, but succeed it has—in spades.

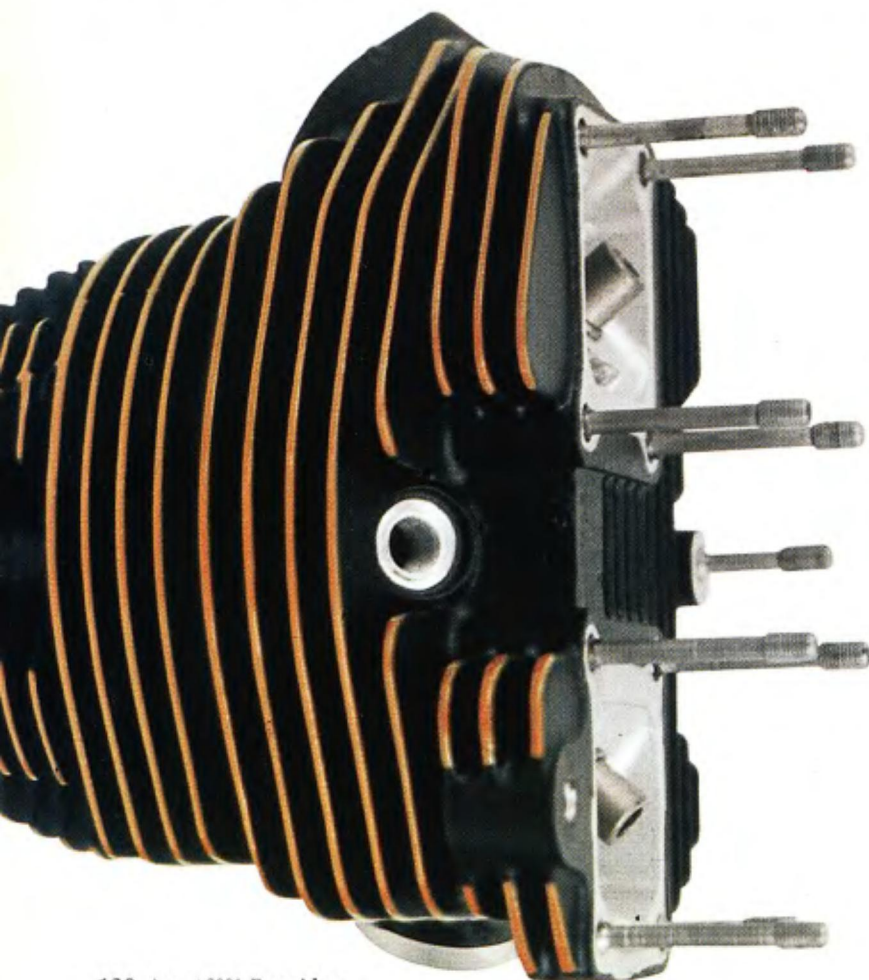
Prepping the customer's parts starts when they are received. Each part is tattooed with a work-order number that creates a permanent record of ownership. This ensures that the customer receives his own parts back. Next the parts head to the cleaning stages which employ alkaline cleaners. If the parts require stripping, Sumax has an organic stripper that is safe for the parts and for the environment. Once thoroughly cleaned the parts are uniformly glass-beaded in cabinets where the pressure can be adjusted. All areas that require masking, like heads with flow work, are properly masked prior to blasting. All oil passageways are thoroughly cleaned of any and all glass bead. Once a part is cleaned and blasted, it goes to the deburring department where the edges are cleaned up and roughcast pieces smoothed out. Parts are then out-gassed in a special oven where the temperature is low enough not to distort

metal (this is very important). Parts are then cleaned and run through an iron phosphate bath to prevent rusting and to ensure good adhesion characteristics.

Next the parts go to the masking department. A quality masking tape is used to ensure crisp lines and leaving no sticky residue. This eliminates having the mechanic clean the gasket surfaces and chase the threads. Once, while visiting their facility, a shop owner came in with his hands in the air exclaiming, "Our mechanics love you guys! The motor was so easy to reassemble."

From the masking department, the parts are then staged on the monorail system ready for paint. Sumax has a wide variety of colors to choose from several sources. Kirk has worked with longtime friend and founder of House of Kolor, John Kosmoski to offer many matches to their superior liquid paint. They offer, at no charge, samples of colors the customer may be interested in. This way it ensures the customer can hold the paint sample up to their bike and get the exact color match they desire. In some cases customers have had a liquid color match the special powder color via computer.

Once the part is painted it is cured in



their walk-in oven at low enough temps to eliminate any possibility of metal distortion. When the parts come out of the oven the masking is removed. Once the parts are cooled down they are finally detailed to the max. Parts are then wrapped in a light, non-scratch foam, then heavier foam for protection, and shipped in heavyweight boxes to ensure that these prized possessions arrive perfectly.

Sumax also offers what they call their "Special Effects" powdercoating and polishing. This is where they offer the customer options to create dramatic effects. Most heads and cylinders receive the popular Hilite effect where the edge of the fins are polished. Another popular look is "Defining," where three fins are taken off the bottom of the cylinder and the surface is then show polished. In cases where heat may be a problem, fewer fins may be removed. Hex shaping of heads and cylinders is big with show bikes. Sumax refers to a job where all these processes are performed as an "El Supremo" job—the ultimate. A two-tone effect is available where the edges are painted in a color contrasting with the background of the

heads and cylinders.

They also offer full polishing for cases, cylinders and heads. While fully polished motors are now popular, the maintenance is high as well as the cost. Powdercoating the surfaces makes your bike ready to "wash and ride."

Sumax receives not only bike parts from all over the world to powdercoat, but also parts for exotic cars, street machines, street rods, air planes and high-end power boats—all specialty toys.

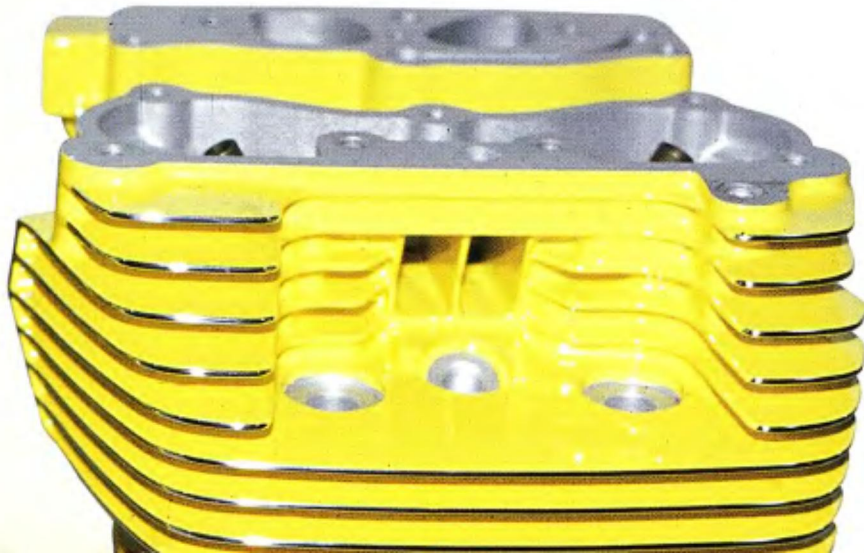
Their credibility and high quality standards have made Sumax the first and the foremost powdercoating pros in the industry. They give a full one-year total satisfaction guarantee on all their work and a free, full-line catalog is available by calling the number below.

—Sal Manilla

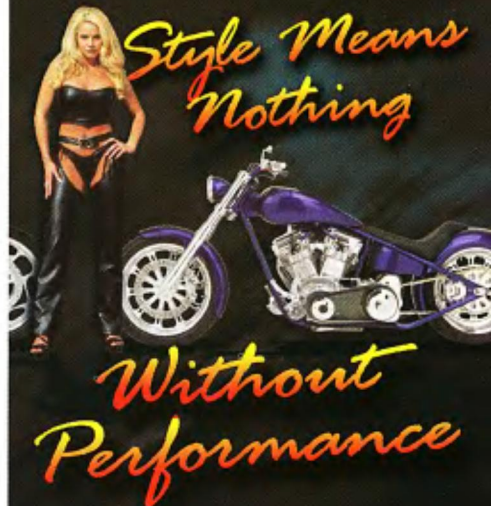
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Gettin' The Sound! New Pipes from H Maximum

We all love the sound of a hopped up Harley; hell, we love the sound of a Harley period. Lots of riders never make it out of the dealership with their new scoot before upgrading their exhaust just to get that big boom sound. In the world of exhaust, there are so many choices that your head'll spin just trying to decide which pipes to go with. We decided to go on a search for a pipe that fits all the prerequisites of a good Harley exhaust. First, the sound: it's just got to be loud. Second, you've got to get you some extra ponies, and last but not least, the pipes have got to look good.

We were looking for pipes to fit an Evo Softail (the top-selling Harley these days) and we found lots of good choices. One exhaust system with a funny name really caught our attention. We were pleased from the moment we first pulled the HYPEX exhaust system from the box. Nothing but chrome. These pipes are long and have big 2-inch header pipes to give 'em a massive look. The cone that houses the patented baffle system is tapered on the inlet-side as well as the outlet. All the welds are clean and don't become the focus of your attention.



Keep the bolts slightly loose 'till all the bolts are in position. Hmm, nice watch Drew.

The extra power you get from this system comes from a couple of areas. First are the inlet valves, which are machined to create a torque valve. These machined inlet valves are then welded on to the big 2-inch header pipes. This procedure alone counts for many more ponies and without doubt more torque.

What you might notice on typical exhaust systems is a stamped-out flange doing nothing more than creating a seal. Like other great performing systems, this one has

tuned header pipes that work together with the inlet valves and the baffle system to make it all come together. When you're trying to get the most from your scoot every little detail is important. The other big kicker to this exhaust is the baffle system, which helps create just the right amount of back pressure and still flows all the air necessary to propel you down the road a little faster than before.

As far as performance is concerned we saw an increase of five to six horsepower



Pipe thieves caught red handed!



(Before) Looks good, works lousy.



Acme Flange Discomboobulator.

and around 10 foot-pounds of torque compared to stock staggered duals. We've been told this pipe performs even better on big-inch motors. Keep in mind that results can vary depending on what performance upgrades you've done to your motor.

If you're wondering about how it sounds, the word loud comes to mind. This is one of the louder pipes you can buy, but they sound great.

Installation took some massaging. You have to be careful when running the



This is what a bike looks like without any pipes. It's loud too.



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chopper or a
cruiser?**



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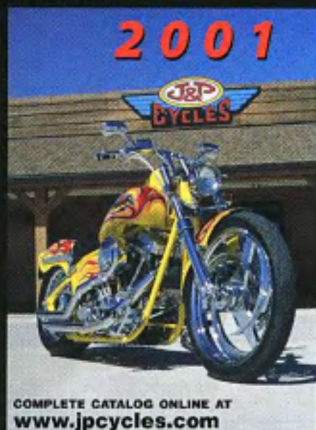
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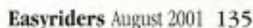
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Going, Going...

"No, I tell ya, there's supposed to be two gas shocks right under here!"

Paul Yaffe's Record-Breaking VQ Bikers Ball Project Bike

There's a secret way to actually speak to Paul Yaffe. When you call and get the robot voice (a pleasant robot voice) don't fall for the "If you want to speak with Paul Yaffe, press number..." You'll just get another pleasant voice mail announcing that you can leave a message. Push the number for "Tech" and guess who answers. The Man himself. That's what we did.

The master builder paused from his multi-project endeavors to give us the up close and personal story behind the exotic piece of machinery seen here, a radical custom that he conjured up for the VQ Bikers Ball and benefit auction.

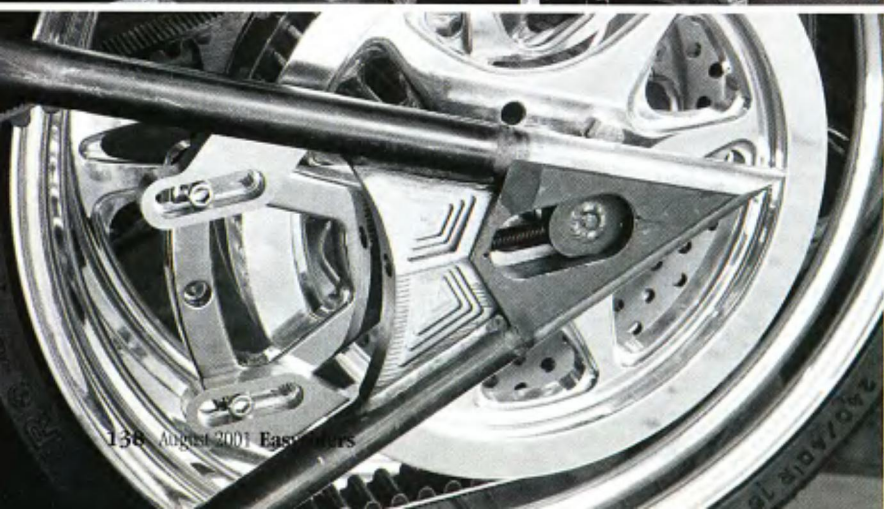
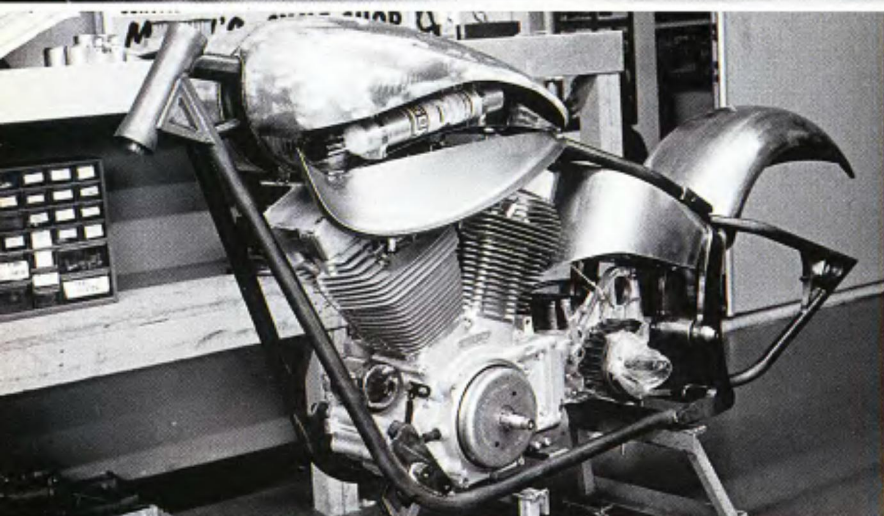
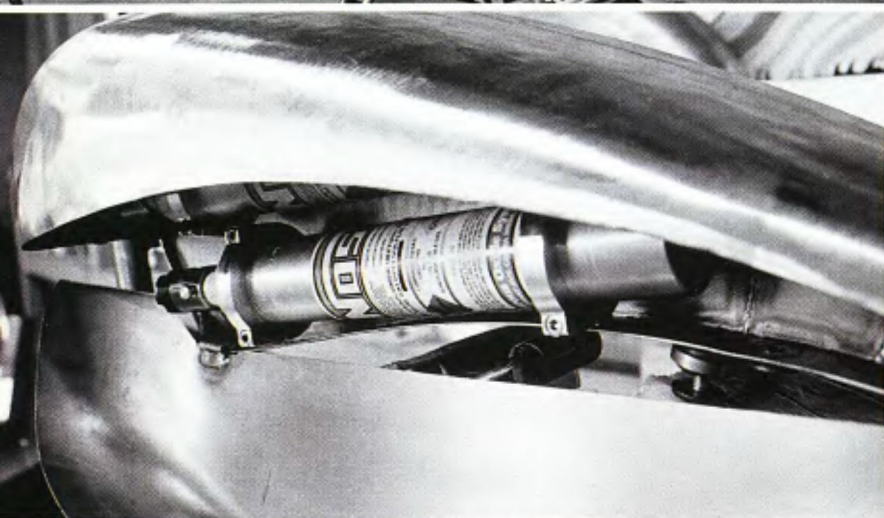
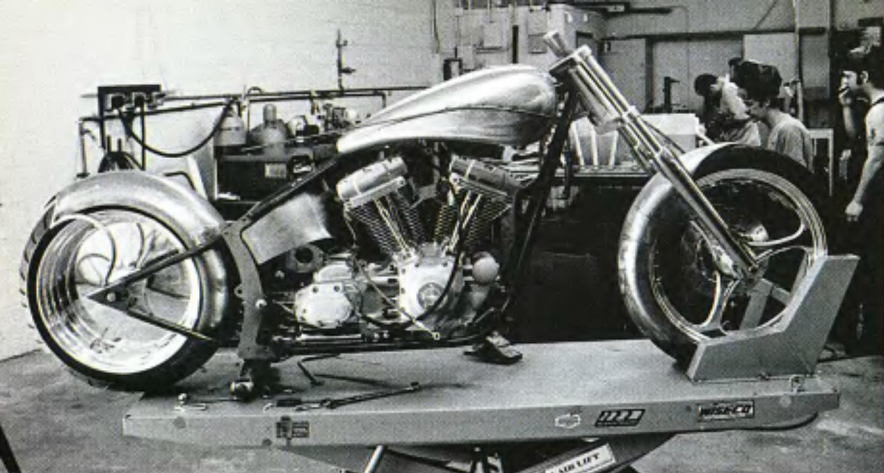
"With this bike we wanted to feature the latest technology so we used the Avon 250 tire, the biggest available, and the newest drivetrain, the Harley-Davidson Twin Cam B motor. We also wanted to add some horsepower to the equation so we went for nitrous oxide but hidden away in stealth mode, so that way if you wanted some serious proof then you could run the bottle, and if you wanted to ride a nice, stock bike, you could do that, too, all by the flip of a switch."

The bike is centered on one of Paul Yaffe Originals' "Streetster Chassis", a frame that's set up for the 250/B tire and motor combination. According to Paul, the trickiest part, and one that required 200 plus labor-intensive hours, was the fabrication of the concealed compartment housing the nitrous system. It features a remote-controlled door that opens with a press of a button to expose the system. The mechanism for the crowd-pleasing design was based on what Paul described as a "linear accelerator." Isn't one of those missing from the Caltech physics lab?

The origin of the covert happy gas installation design was a party in Sturgis where Paul and some friends were chewing the fat about getting started on the next VQ Bikers Ball project bike. "A guy named Go Go from NOS Systems was sitting at the table and he said, 'you know, I should give you one of our systems and you could stick that on the new bike.' We started throwing out ideas about where we'd hide the nitrous bottles. Kyle from Independent Tanks was sitting there, and

...Gone.





he was given the job of coming up with the nitrous containers, but we wanted something different, so I came up with the idea of the hidden door, and hiding the nitrous so nobody would know it was there...until it was too late. So Go Go gave us the NOS system and I fabbed up the door."

Traditionally, the annual VQ Bikers Ball bike is in many ways an industry effort, the money from its proceeds going to benefit the Boys and Girls Clubs, so parts flowed into Paul Yaffe's shop to go along with his own list of custom components. "Performance Machine gave us the wheels, the forward and hand controls, and the bike also utilizes their drive-side pulley setup. We had this really cool idea that if we took a solid rear wheel and plated it, and used the drive-side pulley setup so that everything sat on the left side of the bike, that when you looked at it from the right side you'd see a reflection because it's just this big dish effect. So what you'd see is the inside of the swingarm and the ground reflected so that it seemed like you were looking through a hollow wheel. It worked pretty slick. People would look at it and do a double take. We also did this cool kind of thing where we attached the rear fender to the swingarm so it looks like a rigid, the fender sitting a half-inch off the tire. But then we built the seat so that the fender moves behind it providing full suspension. As for the seat itself, we covered it in crocodile since the bike was an exotic and intended for the way-up-there kind of potential bidder at the auction, the philosophy that also figured into the ultra classy gold champagne paint scheme and graphics.

"Primo supplied their new Twin Cam B open belt-drive kit and it worked great. West Coast Choppers supplied the front and rear fenders. Works Performance added their excellent nitrogen-charged Softail shocks. Harley-Davidson gave us the tranny and front forks and of course the Twin Cam 88B engine. I love that Twin Cam motor. We were just talking today about not building any more bikes without that motor in it. Now we have a complete line of frames that will accommodate both the B motor and either the 200 or 250 tires in rigid or softail-style models. We already have a dozen of these bikes running and they're the best running bikes ever. I tell you we have these radical, crazy choppers that are so fun to ride because of the B motor. They're just smooth, and they run great and we've done up big bore kits so they make tons of powers. We regularly get

107 horsepower at the rear wheel with no reliability problems and using all factory parts. I just can't say enough about them.

"We took the motor apart and s how-polished it, but otherwise left it stock, that's if you don't count the nitrous. A toggle switch arms the system; the nitrous injected through a micro switch that works off the throttle bottle. It's rocket thrust on instant demand since the NOS system senses the throttle position and turns itself on," Paul laughs.

Naturally there's a slew of stand-out Paul Yaffe Originals custom parts in the mix including the handlebars, the "Streetster" frame as mentioned with its 3-inch forward stretch and a 37-degree rake, plus their radiused side-mounted LED brake light/taillight, and the infamous "Crack Pipes" exhaust system. "When they saw the finished product at the Bikers Ball, people just flipped out about it. We had a feverish bidding war going on at the auction. It was a gas. How much did it go for? 80 grand. Double the previous Bikers Ball auction record. Who bought it? Just call him 'The Fox,'" says Paul.

Paul adds a footnote. "It took us every minute of nine months to build it, but we

missed the Daytona deadline for getting it shipped for Bike Week. We finished it a week later and drove it out to Florida ourselves driving straight through in time for the Bikers Ball. We made it, and the bike got auctioned off as part of the benefit event for the Broward County Boys and Girls Club. The real hero of the project was Mark Warrick of Soncy Road in Amarillo, Texas. We made it because Mark did all the bodywork, all the base work, the paint and the graphics, all in 10 days."

So how does it feel to ride? "It's really pretty much of a thrill," says Paul. "I got to take it on a couple laps around Daytona International Speedway, and I opened that thing wide open. I left everybody sitting, a good half-a-lap ahead of everybody. That thing just rocked. The suspension works excellent, and it ran like it was on rails. It was really glorious going that fast and everything holding together. It just ran so great, so smooth, so solid. It's in keeping with all our bikes that have always been exotics that you could ride every day."

As we spoke with Paul he was making some final touches requested by the new owner, painting a helmet to match, adding initials to the rear fender, and changing over to a 44 mm CV carb.

"Other than that he's just going to ride the hell out of it."

If you were in Laughlin you probably saw this VQ marvel, and it might show up at Michael Lichter's gallery of bikes at Sturgis. We'll also offer a full bike feature on this wonder bike right here in *Easyriders*. Or if you can't wait, log onto Paul Yaffe Originals Web site at www.paulyaffeoriginals.com, or call (602) 840-4205. With the introduction of their huge new coffee-table-quality catalog you'll find enough parts to build a whole bike including 22 frames, newly introduced sheetmetal, several gas tank styles, forks, wheels, six new handlebar styles, forward controls, a ton of stuff. "We've just taken all of our bike show winning stylings from the past few years and made great product out of it. We haven't begun formal marketing but have already sent out 700 frames in the last six months. We're currently working on three rolling chassis kits, and we'll also have a range of complete customs based on the B motor that you can walk into the showroom and ride away on. Of course, each one will be original."

What else would you expect from Paul Yaffe Originals.

—Paul Garson

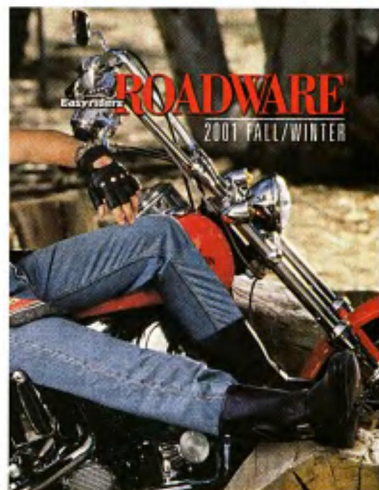
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ReadersRides



Jerry Benjamin
San Francisco, California
'99 Radical Chopper

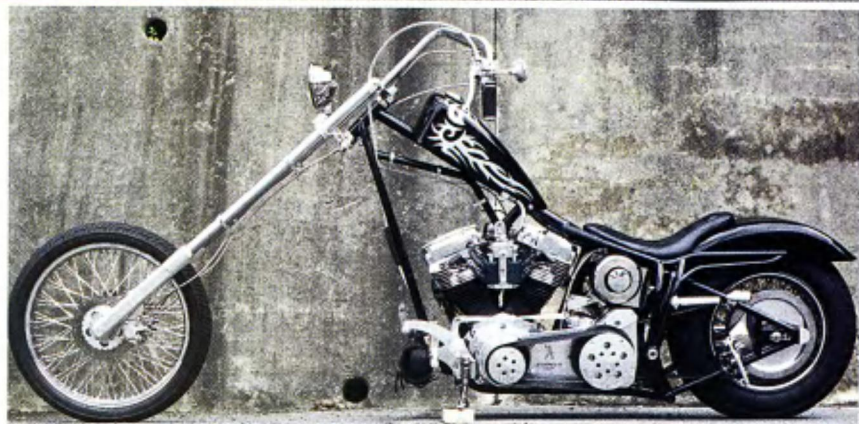
Take a good look at this radical ride: it's what you could ride if you got money from other people. That's what Jerry does. He finds money for other people, for a nominal fee, of course. Jerry, if you must know, is the Senior Managing Partner of International Capital Resources (ICR), an entrepreneurial finance and capital sourcing firm headquartered in San Francisco, with offices all over the country. And he's co-written a book about it, too: *Angel Financing: How to Raise and Invest in Private Equity*. So you know the man knows money.

And the bike represents his knowledge. Ever humble and willing to give kudos, however, Jerry points to us as the catalyst, if you will, of his project. "Over the years, your magazine has given me both the inspiration and the resources to take on the design and building of my own chopper."

Wait! Does this mean some of us here have given him our hard-earned cash? That's hard to imagine, considering what we make. Jerry quickly allays all worries as he explains, "All the manufacturers who supplied the aftermarket parts used in building this radical chopper were discovered through your magazine." Oh!

You see, it pays to advertise here.

So, does a tycoon like Jerry actually



build such a ride himself? Let's just say that Jerry came up with the design and then let the folks at Indian Motorcycle in Santa Rosa, California, Werner's Welding, and Dale Mossey Metal Fabrication go wild, while Jerry kept them supplied with parts, like the 97-cubic-inch Evo motor with Delkron cases, STD dual-plug heads (polished, of course), the Baisley valves, and Axtell cylinders, for instance. Or the '99 Pat Kennedy Softtail-type frame with a 45-degree rake and 10 extra inches in the down tubes and three more in the backbone. Or the '32 Ford taillight, or the Kennedy gas tank, or the belt setup from Exile Cycles, or the 20-over Kennedy wide glide, or....

Take a good look at this radical chopper and you'll see what you, too, could get with other people's money.

—Tripper

ReadersRides

John Duffant West Hills, California '98 Evo Chopper

John makes dream bikes. That is to say, he dreams 'em up and has other folks build 'em. "I'm not an artist," he admits, "but I can look at a person and figure out what kind of bike would fit that person."

Okay, so he doesn't have blood, sweat, and tears invested in his motorcycles, but brain cells and stamina instead. "I sat there many hours with sketch pad in hand, pouring over this design. And I was there every step of the way when the time came to build it," John asserts.

While the assembly was handled by Micah McCloskey, parts came from and were made/modified by various experts in their fields. That includes the seat, stitched by Danny Gomez, the dash by Billy West, or the pipes.

"The pipes were made by Banzai Machine in Huntington Beach," John elaborates. "This guy, Roger, had to cut them in five different places. To show me what he could do, he took two empty beer cans and welded them together, spotlessly. He said, 'if you find one seam on your pipes, you don't have to pay me.' That's my kind of deal, so I agreed. But I gladly ended up paying him the full amount."

Although one could easily see this rigid as the culmination of John's many years of dreaming—"I've been riding Harleys since '74, and this is my eleventh Harley"—he's already sitting on a milk crate again, with sketch pad in hand and mumbling something about a "2000 FXDX... Terminator look...brushed metal...industrial...."



Until then, however, he's enjoying this retro-rocket and thankful he's got good people around him, like his girlfriend Lorraine who "stood by me when things got difficult and I turned into a total psychopath. She even floated me a good-sized chunk of change so I could

get the bike done sooner. That was a lot of trust on her part."

Hey, who wouldn't trust an anal-retentive psychopath with a milk crate stuck to his ass and a sketch pad and pencil permanently attached to his hands?

—Tripper

Photos: Jim Gianatsis



**Doug and Lynn Meyers
Des Moines, Iowa
'00 Pro-One Quadlink**

In their attempt not to bore us "with pages of statistics and information" about their bike, Doug and Lynn eloquently point to a mere abridgement of pertinent facts: "S&S 40th Anniversary Edition engine (dynoed at 104 horsepower at the rear wheel), custom-fabricated rear fender and taillight and frame work, color-matched and hidden wiring, hidden coil, custom multi-layered paint and graphics with painted-on license plate, and custom-fabbed seat and upholstery."

Terse, precise and to the point, just the way we like it. As far as the rest of this machine goes, it apparently is difficult for both to talk at the same time and be understood, so they'd rather let the photos speak for themselves. Me, too.

Before I do that, however, I should point out that Doug and Lynn both



emphasize the fact that "this bike is a proven show winner and we anticipate the same this winter." I assume this means they expect more trophies to follow them home, and I tend to agree with them. In particular, they should expect to get an award for "most original

butt-cheek pattern" after sitting in that saddle for prolonged periods.

Hey, just kidding! The bike's beautiful, honest. Which is exactly why I am going to shut up and really let the photos speak. Here they go....

—Tripper



Photos: owner



Jim Ziebell
Watertown, Wisconsin
'99 Kannon V-8

It ain't easy making a V-8 "look right" on a bike, but the narrowness of the small block helps a lot. Those are the findings of Jim Ziebell, owner and, at least in the cobwebs of his apparently somewhat unhinged mind, originator of this two-wheeled hot rod. "The bike has a V-8 302 Ford engine," elaborates Jim, who goes on to tell us that "the engine has Ford's aluminum 'X' heads, roller cam, and a Holley 600-cfm double-pumper carb with mechanical secondaries" in it. And that the headers are hollow. And the ignition is a Mallory Unilite.

In fact, I should just validate Jim's exuberance by letting him tell the rest of the story.

"The skull shifter operates a fully automatic 1-speed transmission, which is connected to a modified auto torque converter," he explains with obvious pride, which is easily understandable, being that the behemoth boasts a full 345 horses under its hood...or its equivalent in this case, the arsonist's dream called the tank.



Photos: owner

"The flaming paint was done by Dave Widmann of Widmann's Hot Rod and Harleys, and there are 46 coats of paint, including 14 hidden skulls that pop out as you move around the bike."

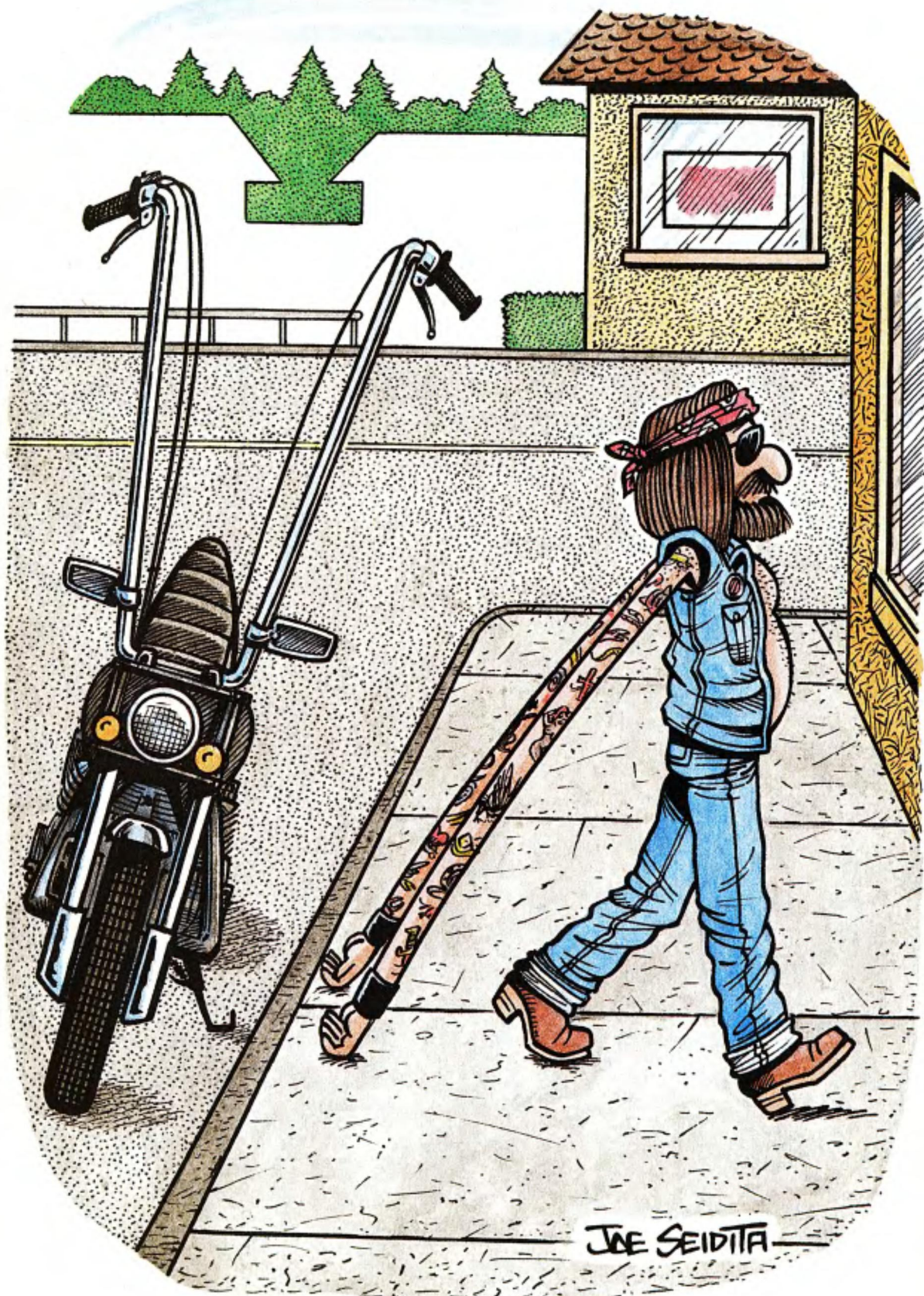
Re-assuming control of this desultory diatribe simply by superimposing my ownership of the diatribing keyboard, I can tell you that the rear rack doubles as a base to mount a P-pad, according to Jim, and is made from polished, stainless steel, as is all the rest of the hardware.

"It's a blast to ride," Jim interrupts once

more, "but you gotta hang on. I don't think I'm gonna get tired of this bike too soon, because every time I open the four barrels, it scares the shit out of me."

Luckily, Jim lives in part of the country benefiting from what Jim calls a shortened riding season. Which is probably a good thing, because Jim's fear-induced, "secretory" trail should be contained as much as possible to the Wisconsin area, where folks appreciate this kind of manifestation of personal prowess.

—Tripper



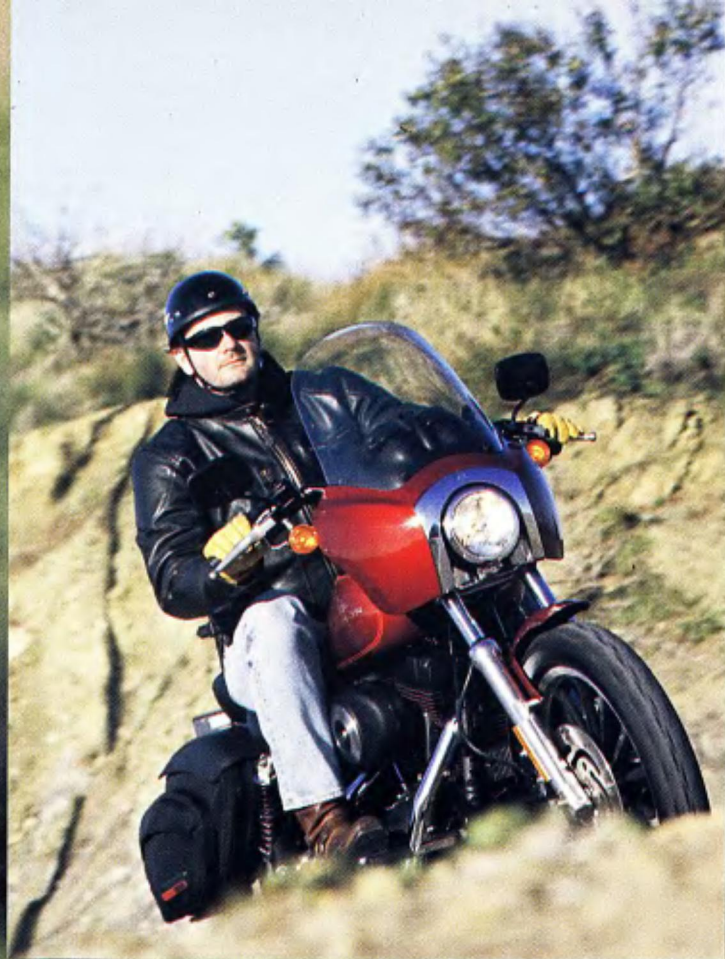
HARLEY-DAVIDSON FXDXT

With over 25 different models in production and in the showrooms, American motorcycle manufacturer Harley-Davidson offers one of the widest selections of bikes in the world with their heavyweight cruisers, sport cruisers, touring models, and even some limited-production factory customs.

Always trying to fill another gap in their targeted audience, and very eager to attract new riders to their brand, Harley-Davidson introduced in 2001 the Dyna Super Glide T-Sport, or FXDXT. This cousin of the very popular and much acclaimed FXDX sport cruiser aims for the rider who's looking for a motorcycle that can happily mix the pleasures of traveling and touring, with the thrills of riding hard and carving corners.

With its rubber-mounted frame and 88-cubic-inch Twin Cam V-Twin with 5-speed transmission, the FXDXT has the perfect rolling chassis for its intended purpose. It offers a smooth ride, and perfectly isolates the big engine's vibrations from the rider for optimum comfort on the long haul.





The Best Of Both Worlds

WITH ADJUSTABLE SUSPENSION, MORE GROUND CLEARANCE THAN ANY OTHER MODEL, A HEALTHY TWIN CAM V-TWIN, AND HARLEY'S 4-PISTON CALIPERS, THE DYNA T-SPORT FEELS, RIGHT AT HOME ON ANY KIND OF ROAD.



In addition, the dual coil-over shock absorbers and the 39-mm narrow-glide front forks are easily adjustable both in compression and rebound. The forks also feature dual rate springs with externally adjustable preload. These great suspension features will help the rider in tailoring the bike's road manners to his or her riding style, road conditions, and to the motorcycle load.

We played a bit with various suspension settings, and quickly realized how different the bike will feel with the simple twist of a knob here and there. Properly adjusting the suspension for optimum comfort and performance is a learning curve of course, and may take time until perfect balance is attained. Regardless, we think that adjustable suspension on a Harley-Davidson is a real treat, and we wish that this great feature were available on more H-D models.

The riding position on the FXDXT is pretty "sporty" with mid-mount foot controls, but felt a tad constrictive for

this 6-foot-2 rider. Shorter riders, or folks used to sport bikes probably won't object to it, though. Fortunately H-D had a thought for the "vertically enhanced", and installed a set of highway pegs so you can rest your tootsies once in a while.

Long-distance riding is made easier with the all-new adjustable windscreen. This unit is not detachable, and although its styling is open to much debate around our editorial offices, it does a good job at keeping the wind off your chest to reduce rider's fatigue. On the other hand, regardless of which pitch you choose on the adjustable windscreen, there's still a good amount of wind buffeting at legal highway speeds, as the air jumps over the top of the short shield to hit your face. At this point it seems that a full-face helmet (you can start sending your anti-helmet letters now) is called for.

The other distinctive feature on the Dyna T-Sport is certainly the water-resistant ballistic nylon saddlebags. They

are detachable so you can take them to your motel room when traveling and are also expandable in width. Simply unzip the sides and the bags will expand to offer a lot more room for your gear. Water-resistant nylon inner bags are also included for added convenience. While quite flexible, these modular saddlebags are very tough, and will protect your belongings from the elements. We found that the zipper tabs weren't easy to operate, and we'd like to see them extended with a leather or nylon strip that would make them a bit more handy, especially when wearing gloves.

With adjustable suspension, more ground clearance than any other model, a healthy Twin Cam V-twin, and Harley's 4-piston calipers, the Dyna T-Sport feels right at home on any kind of road, and always inspires confidence. Now, take it for a long ride in the mountains, and you will quickly know what it's like to be "one" with your machine.

—Lafayette





General

Manufacturer: Harley-Davidson
Year: 2001
Model: FXDXT
Dry weight: 642 pounds
Seat height: 27.90 inches
Ground clearance: 4.9 inches

Engine

Make: Harley-Davidson
Displacement: 88 cubic inches
Bore x Stroke: 3.75 inches x
4 inches
Compression Ratio: 8.9:1
Fuel delivery: CV carburetor

Transmission

Type: 5-speed
Primary: double-row chain

Chassis

Fabrication: vibration-isolated
engine mounting system
Swingarm: square tubular steel
Rear suspension: adjustable dual
shock absorbers
Forks: 39 mm with adjustable
compression and rebound damping
and dual rate springs with
externally adjustable preload

Wheelbase: 63.2 inches

Rake: 28 degrees

Other Features

Fairing: Sport half-fairing with
adjustable windshield
Seat: Custom touring saddle with
passenger pillion

Saddlebags: Quick-detach ballistic
nylon saddlebags with zipper-cinch
expandability, dual compartments,
water-resistant nylon inner bags,
rain cover, and premium leather
tops.

Wheels

Front

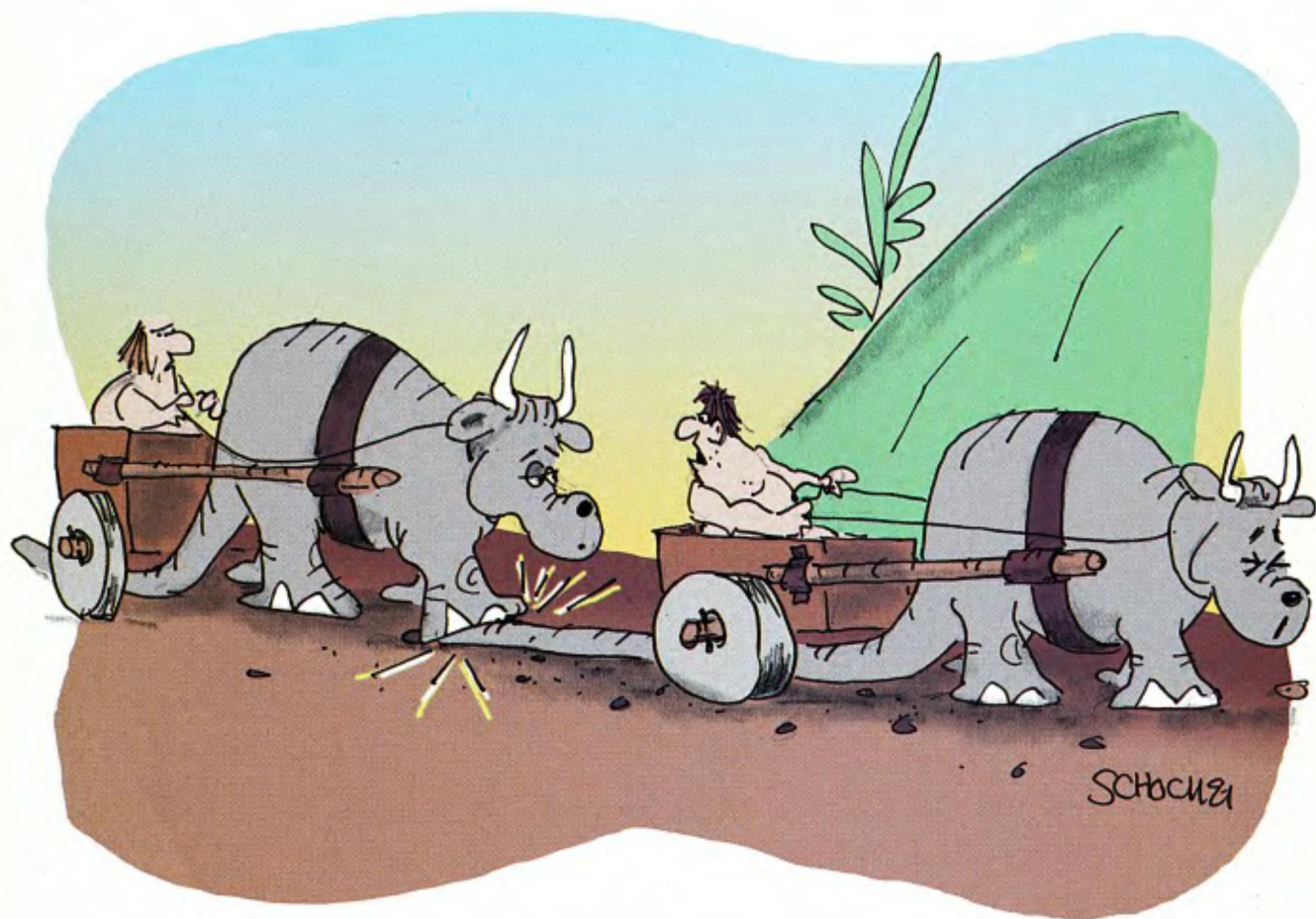
Type: 13-spoke black/silver
Size: 19-inch
Brake: dual 11.5-inch disc
Tire: 100/90-19 57H

Rear

Type: 13-spoke black/silver
Size: 16-inch
Brake: single 11.5-inch disc
Tire: 130/90B16 73H

Photos: Jan Hagglund





"Would you stop tailgating!"

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Coming At Ya

The super September issue of *Easyriders* (#339) is filled with firsts! We'll offer an exclusive look at Harley-Davidson's new limited edition Road King, known as the "Mad Dog". We'll also check out Baker's new right-side drive transmission in a one-off custom bike. For the first time anywhere, we'll show you the real women behind Segal Fine Art's new Biker Women paintings by Scott Jacobs and also unveil Ron Simms' new mega bike shop. Besides a wide-ranging ration of radical choppers, we'll feature a Guide to Air Cleaners and a Mini-guide to Kickstands.

Ride with us to the mighty Gulfport Blowout for the ultimate biker party. Get a peek at the \$5,000 Bike from Jesse James and we'll take the wraps off of this year's J&P Dream Bike. *On sale August 7.*



The all-new *V-Twin* is here and issue #4 rocks! This is our Bikers Ball Special, including coverage of the VQ Bikers Ball in Daytona. Also, see how to have sex on a bike, catch our profile of master bike builder Dave Perewitz, and we'll bring you an actual account of what happens when your riding you're bike and are attacked by a bear! As always, 10 great bike features will cover custom bikes from mild to wild, and a complete guide to tires for your custom bike project. All this and more is comin' your way in *V-Twin* #4. It's a Collector's Edition filled with gorgeous gals (like Ms. Ravishing Red Bikini to your left there). If sex sells, then this issue oughtta be a runaway smash hit! Nab it before it becomes so much smoke in the wind.

On sale July 10.



The August issue of *BIKER* features Lacy Logan on a kicked out springer runnin' shovelhead, the New York Hunter Harley Fest and Thunder in the Sand in Iowa. We're the rag that always pushes the envelope. *On sale now.*



September's issue of *In The Wind* (#106) gets all over the 60th Daytona Bike Week bash with 32 pages of seaside fun. A 32-page outsert reviews the 2001 *Easyriders* Bike Show Tour. *On sale June 5.*

Easyriders® Motorcycle Rodeo Tour 2001



NEW ★ **June 22, 23, 24** **RODEO FINALS SAT.**
Hopkinsville, Kentucky
Western KY State Fairgrounds
(Hwy 24 to Hopkinsville Exit, Located on 292)

★ **July 6, 7, 8**
Middletown, New York
Orange County Fairgrounds
(I-84 to Hwy 17W, to Exit 120)

COMMANDER
CORY &
OTHER SPECIAL
GUESTS

★ **July 13, 14, 15** **RODEO FINALS SAT.**
Wilson, North Carolina
Wilson County Fairgrounds
(I-264 to Hwy 301 South)

★ **July 27, 28, 29** **RODEO FINALS SAT.**
Prospect, Pennsylvania
Butler Fairgrounds
(Rt. 422, 8 Miles West of Butler)

★ **August 17, 18, 19**
Fowlerville, Michigan
Fowlerville Fairgrounds
(I-96 to Fowlerville Exit, 90 North to Grand River)

DAVID
ALLAN
COE

★ **August 30 - September 3**
Chillicothe, Ohio
Ross County Fairgrounds
(Hwy 35 to Rt. 104 North)

DAVID
ALLAN
COE
SEP 2

FEATURING

Ride-in Bike Show - Trophy Girl Contest - Rodeo Action - Weekend Camping
Food & Beer on Sale - Motorcycle Trade Show - Live Music - Tattoo Contest (Sun)



**Performance
Machine Inc.**
DISC BRAKES AND WHEELS



For more info: 800-962-9857 (PST) or 866-237-4337 (EST)
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MAY CAUSE GUM
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A BIT BRAVER.



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